



**C/KC-135 AIRCREW EVALUATION CRITERIA**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the AFDPO WWW site at:  
<http://www.e-publishing.af.mil>

---

OPR: 100 OG/OGV (Maj LaBille)

Certified by: 100 OG/CC (Col Bryan J. Benson)

Pages: 4

Distribution: F

---

**AFI 11-2KC-135, Volume 2, 1 July 2000 as follows:** This document provides guidance to Flight Evaluators for evaluations conducted in the 100 Air Refueling Wing, RAF Mildenhall, UK. It does not apply to USAF Reserve or Air National Guard crews. Maintain and dispose of records created as a result of prescribed processes in accordance with Air Force Manual (AFMAN) 37-139, *Records Disposition Schedule* (will become AFMAN 33-322, Volume 4).

**SUMMARY OF REVISIONS**

This document is new and must be completely reviewed. This chapter establishes guidelines for assigning an “exceptionally qualified” grade (paragraph **5.2. (Added)**), outlines flight evaluation profiles (paragraph **5.3. (Added)**), establishes theater-specific grading criteria (paragraph **5.4. (Added)**), and outlines the EPE program (paragraph **5.5. (Added)**) for the 100<sup>th</sup> Operations Group Standardization and, or, Evaluation program. This chapter is applicable to all aircrew members maintaining qualification in the KC-135R/T model aircraft assigned or attached to 351 Air Refueling Squadron (ARS). Waiver authority to this chapter is the 100 OG/CC. Submit recommended changes to OGV on an AF Form 847, **Recommendation for Change of Publication (Flight Publications)**, in accordance with AFI 11-215, *Flight Manuals Program (FMP)*.

- 5.2. (Added) SEFEs should consider the following prior to issuing a grade of “exceptionally qualified.”
  - 5.2.1. (Added) All testing is 95% or greater.
  - 5.2.2. (Added) EPE grade is Q1.
  - 5.2.3. (Added) Boldface/CAPS grade is Q.
  - 5.2.4. (Added) No in-flight evaluation areas graded below a “C” and at least one are graded “A” on AF Form 3862.
  - 5.2.5. (Added) All prerequisite testing accomplished within the first 2 months of eligibility.

5.3. (Added) Flight Evaluation Profiles. The following profiles should be considered by the SEFE giving the evaluation.

5.3.1. (Added) Pilot. The following are recommended pilot evaluation profiles.

5.3.2. (Added) KC-135R/T IP/MP/MC QUAL/INSTM/MSN.

Aircrew show time - Preferred to be later than 0500.

Takeoff, departure and cruise.

Mission, AR Track - Any air refueling track that will allow for a reasonable return for 90 minutes of transition for each pilot evaluation-- attempt to schedule the total sortie duration for less than 8 hours.

Rendezvous - Point parallel, enroute, or anchor, GCI.

Receiver(s) - Any receiver(s) the pilot(s) is, are qualified for.

Air Refueling.

Transition - 90 minutes scheduled per pilot evaluation.

A formation profile is encouraged.

5.3.3. (Added) KC-135R/T IP/MP/MC No-Notice/SPOT

Mission Profile - As required for mission being evaluated (i.e. DUAL ROLE, Channel, orientation, or cargo, passenger missions). Evaluate areas accomplished.

SPOT evaluations on combat support missions should be limited to a minimum.

5.3.4. (Added) Navigators. The following are recommended navigator evaluation profiles.

5.3.5. (Added) KC-135R/T IN/MN QUAL/MSN/INSTR.

Aircrew show time - Preferred to be later than 0500.

Mission, AR Track - Refueling track where a point parallel or enroute rendezvous can be accomplished.

Rendezvous - Point parallel or enroute.

Navigation Leg and Transition - Not required.

5.3.6. (Added) KC-135R IN/MN No-Notice/SPOT.

Mission Profile - As required for mission being evaluated (i.e. DUAL ROLE, Channel, orientation, or cargo, passenger missions). Evaluate areas accomplished.

SPOT evaluations on combat support missions should be limited to a minimum.

5.3.7. (Added) Boom Operators. The following are recommended boom operator evaluation profiles.

5.3.8. (Added) KC-135R/T IB/MB QUAL/MSN.

Aircrew show time - Preferred to be later than 0500.

AR Track- Any AR Track.

Receiver - Only boom capable receivers.

Transition - Not required.

5.3.9. (Added) KC-135R/T IB/MB MSN(Cargo).

Should be a scheduled channel mission, SAAM, Aviano Eagle mission, etc.

Cargo may be loaded locally under static conditions.

5.3.10. (Added) KC-135R IB/MB No-Notice/SPOT.

Mission Profile - As required for mission being evaluated (i.e. DUAL ROLE, Channel, orientation, or cargo, passenger missions). Evaluate areas accomplished.

SPOT evaluations on combat support missions should be limited to a minimum.

5.4. (Added) Theater Specific Procedures.

5.4.1. (Added) Area 37, Pilot Theater Specific Procedures.

- Q** Demonstrated knowledge of ASRR, NOTAMS, AP/2, FCG, etc. Practiced country specific procedures and terminology. Flew arrival, approaches, and departures IAW ICAO and, or, country specific procedures.
- Q -** Demonstrated incomplete knowledge of theater procedures. Rarely practiced country specific procedures and terminology. Actions did not compromise safety.
- U** Performed with major deviations from country specific procedures. Hindered mission accomplishment or compromised safety.

5.4.2. (Added) Area 31, Navigator Theater Specific Procedures.

- Q** Demonstrated knowledge of ASRR, NOTAMS, AP/2, FCG, etc. Practiced country specific procedures and terminology.
- Q -** Demonstrated incomplete knowledge of theater procedures. Rarely practiced country specific procedures and terminology. Actions did not compromise safety.
- U** Demonstrated little to no knowledge of country specific procedures or terminology. Hindered mission accomplishment or compromised safety.

5.4.3. (Added) Area 26, Boom Operator Theater Specific Procedures.

- Q** Demonstrated knowledge of FMS receivers, special AR requirements, and contributed to successful mission accomplishment.
- Q -** Demonstrated incomplete knowledge of FMS receivers and special AR requirements without compromising safety. Little or no contribution to successful mission accomplishment.
- U** Failed to demonstrate knowledge of FMS receivers and procedures. Did not know special AR requirements. Hindered mission accomplishment.

5.5. (Added) **Emergency Procedures Evaluation (EPE) Program.** Pilot, navigator and boom operator EPE profiles will be built and reviewed by the 100 OG/OGV. The 100 OG/OGV will update the profiles annually. These profiles will be maintained in the 351 ARS/DOV EPE continuity book.

RICHARD T. DEVEREAX, Colonel, USAF  
Commander