

**BY ORDER OF THE
COMMANDER AIR EDUCATION
AND TRAINING COMMAND**

**AIR EDUCATION AND TRAINING
COMMAND INSTRUCTION
11-2AA, Volume 2**

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Flying Operations

**AIR ADVISOR AIRCREW STANDARDIZATION
AND EVALUATION**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures* and AFD 11-4, *Aviation Service*. It authorizes and establishes procedures and criteria for qualifying and evaluating all USAF aircrew personnel performing aircrew duties as Air Advisors in non-USAF aircraft in support of Combatant Commanders (COCOM) and SAF/IA requirements under appropriate legal authorities. This instruction does not apply to USAF Air Advisors under Operational Control (OPCON) of theater Air Forces unless specifically stated by appropriate theater Air Force authority. The waiver authority for this publication is HQ AETC/A2/3/10 (T2). Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AF Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through standardization and evaluation (stan/eval) channels, to HQ AETC/A3Q. (AF Form 847 is prescribed in AFI 11-215, *USAF Flight Manuals Program [FMP]*. Refer to that publication for guidance on filling out the form.) See Attachment 1 for a glossary of references and supporting information. Request waivers to this instruction through HQ AETC/A3QV stan/eval channels to HQ AETC/A2/3/10. References to forms within this instruction also equate to electronic products when authorized.

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Chapter 1

GENERAL INFORMATION

1.1. General. This instruction establishes requirements and grading criteria for ground and flight phases of initial, requalification and periodic flight evaluations on non-USAF Air Advisor aircraft. Aircrew evaluations will be conducted in accordance with (IAW) AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* as supplemented and this instruction. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews. Military and civilian flight instructors use this instruction when preparing aircrews for qualification. HQ AETC A3QV will determine applicable criteria for evaluations on any additional non-USAF air advisor aircraft not covered in this publication.

1.2. Key Words and Definitions.

1.2.1. "Will" and "Shall" indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "Note" indicates operating procedures, techniques, etc., considered essential to emphasize.

1.3. Waiver Authority. Waiver authority for the contents of this document is HQ AETC/A2/3/10. Waiver requests should be submitted through HQAETC/A3QV to HQ AETC/A2/3/10. Post all waivers IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

1.3.1. All evaluations will be conducted in accordance with the provisions of AFI 11-202, Vol 2, MDS specific guidance (if available), and this instruction. HQ AETC/A3QV conducts or oversees the conduct of aircrew evaluations. HQ AETC/A3V will designate flight examiners (FE) in writing and provide Air Force flight examiner training as required. Well-qualified instructors from other government agencies or contract training providers may be selected as FEs upon review and approval by HQ AETC/A3V. However, HQ AETC Air Advisor evaluators will personally conduct air advisor flight evaluations to the maximum extent possible.

1.4. Responsibilities:

1.4.1. HQ AETC

1.4.1.1. Designates HQ AETC/A3Q as functional division for Air Advisor ground and flight training programs.

1.4.2. HQ AETC/A3Q

1.4.2.1. Designates HQ AETC/A3QV as Stan/Eval function for all air advisor flight training programs

1.4.2.2. Assigns HQ AETC/A3QV as the OPR for this instruction.

1.4.2.3. In conjunction with HQ AETC/A3V, ensures all A3QV and additional duty evaluators are appointed in writing and applicable multiple qualification documentation is accomplished and posted in each evaluator's Flight Evaluation Folder (FEF)

1.4.3. HQ AETC/A3QV

1.4.3.1. Monitors and reviews Air Advisor Stan/Eval programs ensuring policies, guidance, and instructions are adequate.

1.4.3.2. Develops this instruction consistent with the USAF Standardization and Evaluation Program and unique air advisor requirements.

1.4.3.3. Coordinates operational procedures, evaluation criteria, and guidance published in this instruction with COCOM/MAJCOM or other applicable users as required.

1.4.3.4. Develops and maintains forms required for flight evaluations.

1.4.3.5. Convenes conferences and working groups, as necessary to review and improve air advisor Stan/Eval procedures.

Chapter 2

AIRCREW EVALUATIONS

2.1. Categories. Aircrew qualification evaluations are divided into five categories (Qualification (QUAL), Instrument (INSTM), Mission (MSN), Instructor (INSTR), and Spot (SPOT) each consisting of two structured phases, ground and flight. (**Exception:** SPOT evaluations may consist of either a ground or flight phase.) Each phase requires the completion of requisite tasks (see paragraphs 2.3. through 2.8. (**Exception:** a SPOT evaluation has no requisite tasks.) Reference AFI11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

2.2. Prefixes. The following prefixes will be used, when applicable, to further describe the evaluations listed in paragraph 2.1. Initial (INIT), No-Notice (N/N), Requalification (RQ), Simulator (SIM). Reference AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

2.3. Evaluation Requisites:

2.3.1. Qualification (QUAL)/ Requalification (RQ) evaluation requisites. Reference AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

2.3.2. Instrument (INSTM)/ Requalification (RQ) evaluation requisites. Reference AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

2.3.3. Mission (MSN)/Requalification (RQ) evaluation requisites. An emergency procedure evaluation (EPE) (N/A Aerial Gunners), evaluate MSN specific emergency procedures and systems knowledge during MSN evaluations. Only one EPE is required if QUAL and MSN evaluations are combined. Refer to applicable MDS attachments for test requirements.

2.4. Emergency Procedure Evaluations:

2.4.1. EPEs will not be conducted in flight. The purpose of the EPE is to evaluate systems knowledge and emergency procedures out of the flight environment, allowing a more in- depth investigation of systems knowledge and scenario driven circumstances.

2.4.2. The EPE is a verbal evaluation and should be scenario driven with an emphasis on emergency procedures and systems knowledge. Flight examiners may use one continuous scenario throughout the EPE or different scenarios for each emergency procedure.

2.4.3. Examinees may use publications that are normally available in flight. The examinee must recall applicable boldface items from memory.

2.4.4. The flight examiner may present situational emergency procedures in flight; however, they will be graded under applicable sections of the AETC Form 3862, as required.

2.4.5. The flight examiner will assign an overall grade (1, 2, or 3) IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

2.4.5.1. (1) Given a simulated emergency, correctly analyzed the situation and provided the appropriate action (boldface, if required provided promptly with correct response in the correct sequence). Used checklist or flight manual, as required.

Thoroughly familiar with applicable aircraft systems, limitations, and performance characteristics.

2.4.5.2. (2) Minor deviations from criteria. Did not compromise safety, aircraft limitations, or maneuver/mission effectiveness. Analysis slow or incomplete. Some deficiencies in systems knowledge. Referred to checklist or flight manual, as required.

2.4.5.3. (3) Major deviations from criteria. Incorrect analysis or incorrect response to boldface. If required, boldface provided with significant hesitation or with incorrect response or incorrect sequence. Significant deficiencies in systems knowledge. Did not refer to checklist or flight manual, as required.

2.5. Qualification (QUAL) Evaluations. Complete all required areas/sub-areas from the General and Qualification sections of the AETC Form 3862, according to crew position. If the crewmember is an instructor, complete the Instructor section. Optional areas/sub-areas that are not accomplished in flight will be evaluated verbally.

2.6. Instrument (INSTM) Evaluations. Complete all required areas/sub-areas from the General and Instrument sections of the AETC Form 3862, according to crew position. If the crewmember is an instructor, complete the Instructor section. Optional areas/sub-areas that are not accomplished in flight will be evaluated verbally.

2.7. Mission (MSN) Evaluations. Complete all required areas/sub-areas from the General and Mission sections of the AETC Form 3862, according to crew position. If the crewmember is an instructor, complete the Instructor section. Optional areas/sub-areas that are not accomplished in flight will be evaluated verbally. Evaluators are encouraged to give the crewmember a scenario representative of the mission. Additionally, missions can be conducted day or night, with or without Night Vision Goggles (NVG). If performed, pre-flight of NVGs will be evaluated in the Mission section.

2.7.1. Examiner's remarks on the AF Form 8 will include mission qualifications and certifications evaluated IAW MDS specific attachments. Document missions and certifications evaluated in the Mission Description section.

2.8. Instructor (INSTR) Evaluations. To initially qualify as an instructor in the applicable air advisor MDS, the crewmember must be previously instructor qualified. The air advisor MDS INIT INSTR evaluation can be evaluated during either the QUAL or MSN evaluations.

2.8.1. The initial instructor evaluation will cover all areas/sub-areas in the General and Instructor sections.

2.8.2. Requalification (RQ) and recurring instructor evaluations will capture all areas in the General section and a sampling of other applicable event at the examiner's discretion.

2.8.3. Thoroughly evaluate the examinee's instructor knowledge and ability as outlined in each MDS specific attachment.

2.9. Multiple Qualifications. IAW 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2 AA, Vol, *Air Advisor Aircrew Training*. A multi-qualification letter of A3QV evaluators and A3V additional duty evaluators will be forwarded from HQ AETC/A3QV to HQ AETC/A3Q Division Chief semi-annually for review and approval.

2.10. Initial Cadre. IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

2.10.1. Documentation. HQ AETC/A3QV will complete an AF Form 8, IAW 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

Chapter 3

EVALUATION PROCEDURES

3.1. Evaluation Criteria Source. Air advisor crewmember evaluation criteria for instrument, qualification, mission, and instructor evaluations are located in Chapters 4 and 5 and applicable MDS attachments.

3.2. Evaluation Conduct:

3.2.1. Flight examiners will use the evaluation criteria contained in this volume for conducting all flight and emergency procedures evaluations (EPE). To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

3.2.2. Unless specified, the examinee or flight examiner may fly in any seat (within their crew qualification) that will best enable the flight examiner to conduct a thorough evaluation.

3.2.3. Prior to flight, the flight examiner will brief the examinee on the purpose and conduct of the evaluation and, if applicable, will inform the aircraft commander of special requirements. The examinee will accomplish appropriate flight planning/mission preparation. Flight examiner will be furnished copies of mission materials to include necessary maps (only one map per aircraft is required), flight logs, etc.

3.2.4. Examiners should utilize the applicable AETC Form 3862, *Flight Evaluation Worksheet*, to aid in administering flight evaluations and EPEs.

3.2.5. When it is impossible to evaluate a required area in flight due to equipment malfunctions, operational requirements, scheduling restrictions, or weather, the flight examiner may elect to evaluate the area(s) by an alternate method such as verbal or procedural trainer. Document why required area(s) were not evaluated in flight and the alternate method of evaluation used, in the examiner's remarks section of the AF Form 8, *Certificate of Aircrew Qualification*. If, in the flight examiners judgment, a required item cannot be adequately evaluated by an alternate method, complete the evaluation on an additional flight.

3.2.6. For initial evaluations, all required items must be performed by actual demonstration. Additionally, to evaluate a mission area, all sub-areas on the AETC Form 3862 must be evaluated, unless the sub-area is designated as optional.

3.2.7. All simulated emergency procedure maneuvers will be accomplished according to the guidance in the flight manual.

3.2.8. The flight examiner will thoroughly debrief all aspects of the evaluation. During the debrief, the flight examiner will review the overall rating, specific deviations, area grades assigned, and required additional training (if applicable).

3.2.8.1. Flight examiners are responsible for assigning additional training, at their discretion. Document additional training and completion IAW AFI 11-202, Vol 2,

Aircrew Standardization/Evaluation Program and this instruction. Any approved training device or medium may be used for additional training.

3.2.8.2. Additional training may be accomplished on the same flight as the evaluation, provided the unique situation presents a valuable training opportunity (i.e., crosswind landings), and the discrepancy requiring the additional training will not result in overall Q-3 evaluation. This option requires flight examiner discretion and judicious application. The examinee must be informed when the additional training begins and ends.

3.2.9. Evaluations may be administered in an approved/configured flight simulator. For simulator evaluations, the video tape recorder should be used, when available, to reconstruct/evaluate the mission.

3.2.10. Flight examiners will ensure all required training and documentation is complete prior to initial/requalification evaluations.

3.2.11. Flight examiners will not intentionally fail any equipment during flight evaluations, but may deny the use of systems not affecting safety of flight.

3.2.12. Forms 8 will be completed by or sent to HQ AETC/A3QV within 10 duty days following the completion of the check for A3V final signatures IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* (AETC Sup 1). HQ AETC/A3QV will then forward the AF Forms 8 to the appropriate unit.(AETC.A3QV.Workflow@US.AF.MIL)

3.3. Aircrew Publications. Aircrew publications will be checked during all evaluations.

3.4. Cockpit/Crew Resource Management. Cockpit/Crew Resource Management (CRM) is the effective use of all available resources-by individuals or crews to safely and efficiently accomplish an assigned mission or task. The term CRM will be used to refer to the training program, objectives, and key skills directed to this end. CRM will be evaluated on all flight evaluations.

3.5. Evaluation Grading Instructions:

3.5.1. All areas performed will be graded.

3.5.2. Base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider a momentary deviation from tolerances provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The flight examiners may consider cumulative deviations when determining the overall grade.

3.5.3. The standards/grading criteria contained in applicable MDS specific attachments of this volume are provided as a guide to assist the flight examiner in determining grades. They are not necessarily provided as minimum/maximum parameters for each maneuver. Examiners should compare examinee performance for each grading area with the standards provided in this instruction, and consider all other factors before assigning grades. Derive the overall flight evaluation grade IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, and this volume.

3.5.3.1. Flight examiner judgment must be exercised when wording of grading criteria is subjective and when specific situations are not covered.

3.5.3.2. Overall performance, individual maneuver grades, and flight examiner judgment will be the determining factor in assigning the overall grade.

3.5.4. Critical Area/Sub-Area. Critical areas/sub-areas are defined as those that can be graded only Q or U and are identified on the AETC Form 3862. Any unsatisfactory performance in a critical area/sub-area will result in a qualification level of Q-3. Critical areas/sub-areas are identified with an asterisk (*) prior to the sub-area number. BOLDFACE/CAPS are considered a critical area for all applicable crew positions.

3.5.5. Non-Critical Area/Sub-Area. Non-critical areas/sub-areas are graded Q, Q-, or U. Unsatisfactory performance in any ground requisite (excluding BOLDFACE/CAPS) or non-critical area/sub-area will result in an overall grade of no higher than Q-2.

3.5.6. Area/Sub-area Grades. The desired level of performance, Q, is listed in each MDS specific attachment for each area/sub-area. Descriptions for Q- and U are included when they contain specific criteria or tolerances. Otherwise refer to the definitions for Q-, and U from AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

3.6. Aircrew Examination Procedures:

3.6.1. Computer based training or electronic information management tools may satisfy the requirement for written examinations, if the computer/electronic format meet the requirements for examinations in AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

3.6.2. AETC/A3QV will provide an MDS specific master question file (MQF).

3.7. SPOT Evaluations:

3.7.1. SPOT Evaluations of Other Aircrew Specialties. Any AETC/A3Q HHQ flight examiner, regardless of aircrew specialty, may administer aircrew SPOT evaluations. However, if the examiner is administering a SPOT evaluation to a person in another aircrew specialty, only boldface, safety consciousness, judgment, situational awareness, and instructor duties (if applicable) may be evaluated.

3.7.2. SPOT Evaluations of Evaluator Aircrew. Any AETC/A3Q HHQ flight examiner may administer aircrew SPOT evaluations to observe an evaluation and evaluate the objectivity and skill of a lower echelon flight examiner. The overall rating for this style of SPOT evaluation will be either qualified (1) or unqualified (3).

3.7.2.1. An evaluator receiving an unqualified rating will not sign the AF Form 8 for the direct evaluation examinee. If the higher echelon evaluator is the same crew position in the applicable mission design series (MDS) as the direct evaluation examinee, the higher echelon evaluator will sign both the lower echelon evaluator's and the direct examinee's AF Form 8, as the Flight Examiner. If the the higher echelon evaluator is not the same crew position in the applicable MDS, the higher echelon evaluator will only sign the lower echelon evaluator's AF Form 8, and the direct examinee's evaluation is voided and will terminate.

3.7.2.2. If the direct examinee was receiving a recurring evaluation (QUAL, INSTM or MSN), the higher echelon evaluator is responsible for ensuring all requisites and items are completed for the evaluation, or the evaluation will be recorded as a SPOT and not count for the 17-month recurring evaluation requirement.

Chapter 4

GENERAL EVALUATION CRITERIA

4.1. Grading Criteria: The following items are applicable to all crew positions and evaluations. Asterisk denotes critical area.

4.2. (Area 1) Directives/Publications.

4.2.1.(Q) Possessed an adequate level of knowledge of all applicable aircraft publications and procedures and understood how to apply both to enhance mission accomplishment. Publications were current and properly posted.

4.2.2. (Q-) Possessed a limited knowledge of directives but could locate information in appropriate publications. Publications were current but improperly posted.

4.2.3. (U) Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner or publications were not current.

4.3. (Area 2) Mission Preparation/Planning/Forms.

4.3.1. (Q) Checked all factors applicable to flight such as: itinerary, aircraft configuration, and fuel requirements, airdrop equipment drop sequence, etc. Attended required briefings. Knowledge of and correctly filled out all applicable mission forms.

4.3.2. (Q-) Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Did not fully comply with directives, but did not affect safe or effective mission accomplishment. Late for required briefings. Partial knowledge of forms, partially/incorrectly filled out required mission forms.

4.3.3. (U) Made major errors or omissions, which would have prevented an effective mission, without flight examiner intervention. Failed to attend required briefings. Unaware of forms/failed to fill out correct mission forms.

4.4. (Area 3) Briefings/Debriefing. (If Observed)

4.4.1. (Q) Contributed to the briefing content to ensure it included all applicable information. Briefings effectively organized and presented in a logical sequence. Covered all pertinent items.

4.4.2. (Q-) Allowed omission of items pertinent but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly.

4.4.3. (U) Failed to conduct required briefings. Omitted essential items or did not correct erroneous information that could affect mission accomplishment. Demonstrated lack of knowledge of subject. Briefing poorly organized and not presented in a logical sequence, resulting in confusion. Presented erroneous information that would affect safe/effective mission accomplishment.

4.5. (Area 4) Task Management.

4.5.1. (Q) Correctly prioritized tasks. Used available resources to manage workload. Asked for assistance when overloaded. Clearly stated problems and proposed solutions. Accepted

better ideas when offered. Used facts to come up with solution. Clearly communicated and acknowledged workload and task distribution. Demonstrated high level of vigilance in both high and low workload conditions. Prepared for expected or contingency situations. Avoided the creation of self-imposed workload/stress. Recognized and reported work overloads in self and others.

4.5.2. (Q-) Did not consistently and correctly prioritize tasks. Did not effectively use available resources to manage workload. Did not clearly communicate and acknowledge workload and task distribution. Did not consistently demonstrate high level of vigilance in both high and low workload conditions. Slow to prepare for expected or contingency situations. Created some self-imposed workload/stress due to lack of planning. Slow to recognize and report work overloads in self and others.

4.5.3. (U) Failed to correctly prioritize tasks. Did not use available resources to manage workload. Did not communicate and acknowledge workload and task distribution. Did not demonstrate high level of vigilance in both high and low workload conditions. Extremely slow to prepare for expected or contingency situations. Created self-imposed workload/stress due to lack of planning. Failed to recognize and report work overloads in self and others.

4.6. (Area 5) Communication Procedures.

4.6.1. (Q) Complete knowledge of, and compliance with, correct communications procedures. Makes radio and interphone transmissions concise with proper terminology.

4.6.2. (Q-) Occasional deviations from procedures required re-transmissions or resetting codes. Slow in initiating or missed several required radio/interphone calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology.

4.6.3. (U) Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/interphone calls.

***4.7. (Area 6) Decision Making.**

4.7.1. (Q) Accurately identify contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood. Made minor errors in identifying contingencies, gathering data, or communicating a decision that did not affect safe or effective mission accomplishment.

4.7.2. (U) Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.

***4.8. (Area 7) Situational Awareness.**

4.8.1. (Q) Maintained situational awareness and exercised sound judgment throughout the mission. Conducted the flight with a sense of understanding and comprehension. Prioritized tasks properly.

4.8.2. (U) Lacked situational awareness. Faulty judgment resulted in decisions that had negative mission impact. Lacks the skills to prioritize tasks. Unaware of significant events that impacted the mission.

***4.9. (Area 8) Safety Consciousness.**

4.9.1. (Q) Aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.

4.9.2. (U) Not aware of, or did not comply with, all safety factors required for safe aircraft operation or mission accomplishment. Operated aircraft systems or performed duties in a dangerous manner.

***4.10. (Area 9) Airmanship.**

4.10.1. (Q) Executed the assigned mission in a timely, efficient manner. Anticipated situations that would have adversely affected the mission, and corrected them. Made appropriate decisions based on available information. Recognized the need for action. Aware of performance of self and other flight members. Aware of on-going mission status. Recognized, verbalized and acted on unexpected events.

4.10.2. (U) Decisions or lack thereof caused failure to accomplish assigned mission. Mis-analyzed flight conditions and/or failed to recognize/understand mission developments, or demonstrated poor judgment to the extent that flight safety could have been compromised. Did not recognize the need for action. Not aware of performance of self and other flight members. Not aware of on-going mission status. Failed to recognize, verbalize and act on unexpected events.

***4.11. (Area 10) Cockpit/Crew Coordination/Management/CRM.**

4.11.1. (Q) Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other crewmembers duties and responsibilities.

4.11.2. (U) Poor crew coordination or unsatisfactory knowledge of other crewmember duties and responsibilities negatively affected mission accomplishment or safety of flight.

4.12. (Area 11) Checklist Discipline.

4.12.1. (Q) Consistently used the correct checklist and gave the correct response at the appropriate time throughout the mission.

4.12.2. (Q-) Checklist responses were untimely and/or crewmember required continual prompting for correct response.

4.12.3. (U) Used incorrect checklist or consistently omitted checklist items. Unable to identify correct checklist to use for a given situation. Did not complete checklist prior to event.

4.13. (Area 12) Life Support Equipment/Aircraft Emergency Equipment and Exits/Personal and/or Professional Equipment.

4.13.1. (Q) Possessed correct life support equipment. Displayed thorough knowledge of location and use of life support equipment/systems, aircraft emergency equipment/exits and possessed all required personal and/or professional equipment. Required equipment inspections were current IAW appropriate publications. Demonstrated required equipment (if required)

4.13.2. (Q-) Displayed limited knowledge of location and use of life support equipment/systems, aircraft emergency equipment/exits, but needs improvement. Did not possess all required personal and/or professional equipment.

4.13.3. (U) Failed to possess correct life support equipment. Did not have required personal/professional equipment. Unsatisfactory knowledge of equipment. Failed to inspect, distribute and/or demonstrate equipment or exits.

4.14. (Area 13) Emergency Procedures.

4.14.1. (Q) Correctly analyzed, stated, and understood applicable aircraft/weapon emergencies and performed required procedures to correct the emergency.

4.14.2. (Q-) Correctly analyzed and understood applicable aircraft emergencies but, had difficulty performing/stating required procedures to correct the emergency.

4.14.3. (U) Failed to analyze, state, and did not understand applicable aircraft emergencies and/or could not perform required procedures to correct the emergency.

4.15. (Area 14) General Knowledge/Systems/Ops Limits. (As Applicable)

4.15.1. (Q) Demonstrated a thorough knowledge of applicable aircraft systems, procedures and limitations. Ensured satisfactory operation within limits.

4.15.2. (Q-) Limited knowledge of systems, procedures and operational limits.

4.15.3. (U) Demonstrated an unsatisfactory knowledge of systems, procedures, or operating limits. Operated the aircraft or systems outside applicable limits

Chapter 5

INSTRUCTOR EVALUATION CRITERIA

5.1. Instructor Grading Criteria. The following items are applicable to all crew positions during instructor evaluations. Asterisk denotes critical area.

***5.2 (Area 15) Instructor Ability.**

5.2.1. (Q) Demonstrated the ability to communicate effectively. Provided appropriate guidance when necessary. Planned ahead and made timely decisions. Identified and corrected potentially unsafe actions/situations.

5.2.2. (U) Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe actions/situations in a timely manner. Made no attempt to instruct.

***5.3 (Area 16) Instructor Demonstration.**

5.3.1. (Q) Effectively demonstrated correct procedures or systems operation. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

5.3.2. (U) Ineffective or incorrect demonstration of procedures or systems operation. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.

***5.4 (Area 17) Error Analysis/Grading Practices.**

5.4.1. (Q) Identified root cause of student errors and provided correct instructional techniques/procedures. Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

5.4.2. (U) Failed to identify or gross misidentification of student errors. Incorrect or no instruction offered. Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

MICHAEL A. KELTZ, Major General, USAF
Director of Intelligence, Operations,
and Nuclear Integration

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, 8 Mar 2007

AFPD 11-2, *Aircraft Rules and Procedures*, 19 Jan 2012

AFMAN 33-363, *Management of Records*, 1 Mar 2008

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 Sept 2010

AFI 11-202, Volume 3, *General Flight Rules*, 22 Oct 2010

AFI 11-215, *USAF Flight Manuals Program (FMP)*, 22 Dec 2008

AFMAN 11-217, Volume 1, *Instrument Flight Procedures*, 22 Oct 2010

Prescribed Forms

AETC Form 3862A, *Mi-17 Flight Evaluation Worksheet*

AETC Form 3862B, *C-182/208 Flight Evaluation Worksheet*

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 942, *Record of Evaluation*

AETC Form 3862, *Flight Evaluation Worksheet*

Abbreviations and Acronyms

AC—Aircraft Commander

ACDE—Aircrew Chemical Defense Ensemble

AF—Air Force

AFDW—Air Force District of Washington

AFGSC—Air Force Global Strike Command

AG—Aerial Gunner

AFRC—Air Force Reserve Command

AFSPC—Air Force Space Command

AGL—Above Ground Level

AHO—Above Highest Obstacle

AIE—Alternate Insertion or Extraction

ANG—Air National Guard

CRM—Crew Resource Management

DH—Decision Height
EF—Evaluator Flight Engineer
EPE—Emergency Procedures Evaluation
FCF—Functional Check Flight
FE—Flight Engineer
GS—Ground Speed
HHQ—Higher Headquarters
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INIT INSTR—Initial Instructor
INIT MSN—Initial Mission
INSTM—Instrument
IP—Instructor Pilot or Initial Point
KIAS—Knots Indicated Airspeed
LM—Loadmaster
MAJCOM—Major Command
MDA—Minimum Descent Altitude
MDS—Mission Design Series
MP—Mission Pilot
MQF—Master Question File
MSN—Mission
MSO—Mission Systems Operator
N/A—Not Applicable
NAF—Numbered Air Force
NAV—Navigation
NM—Nautical Mile
NOTAM—Notice to Airman
NVG—Night Vision Goggle
P—Pilot (all inclusive)
PAR—Precision Approach Radar
TO—Technical Order
TOLD—Take off and Landing Data
VFR—Visual Flight Rules

VOR—VHF Navigation Aid

Attachment 2

Mi-17 HELICOPTER CREWMEMBER FLIGHT EVALUATION CRITERIA

Table A2.1. Mi-17 Qualifications².

Qualifications		
NAME	Abbreviation	Position ¹
Qualification	QUAL	(P/FE)
Instrument	INSTM	(P)
Mission	MSN	(P/FE/AG)
Formation	FORM	(P)
NVG Formation	NFORM	(P)
Remote	REM	All
NVG Remote	NREM	All
Tactical	TAC	All
NVG Tactical	NTAC	All
Instructor	INSTR	All
NOTES:		
1. Position: AC = Aircraft Commander, AG = Aerial Gunner, FE = Flight Engineer, P = Pilot(all categories)		
2. Evaluations completed with NVGs will qualify/credit corresponding day events.		

A2.1. Flight Phase Areas, Sub-areas and Grading Criteria (See AETC Form 3862A):
Asterisk (*) items identify critical areas/sub-areas

A2.1.1 Crew Positions. Evaluation standards will be administered in accordance with the individual's crew position as listed below:

A2.1.1.1. Pilot (P)/ Flight Engineer (FE)/Aerial Gunner (AG):

A2.1.1.2. MP are ACs.

A2.1.1.3. MPs will be evaluated as ACs and flight leads. This implies they have command of the aircraft, crew, and formation and retain a higher degree of situational awareness than is expected of a co-pilot.

A2.1.2. Requirements. For initial evaluations, accomplish all inflight sub-areas by actual demonstration unless otherwise noted in this instruction.

A2.2. QUALIFICATION (QUAL) GRADING CRITERIA:

A2.2.1. Area 18. Weight and Balance/TOLD. (P/FE)

A2.2.1.1. (Q) Checked weight and balance and performance data, IAW applicable directives/flight manual. Ensured the crew was aware of special requirements/equipment necessary for the flight.

A2.2.1.2. (Q-) Same as above except for minor errors or omissions that could degrade mission effectiveness.

A2.2.1.3. (U) Major errors or omissions that would preclude safe and effective mission accomplishment. Exceeded the limits of (Q-).

A2.2.2. Area 19. Preflight. (P/FE/AG)

A2.2.2.1. (Q) Completed all systems preflight/inspections IAW tech orders, checklists, and instructions.

A2.2.2.2. (Q-) Minor deviations from established systems preflight/inspection. Used individual technique instead of established procedure and was unaware of differences.

A2.2.2.3. (U) Failed to preflight critical component or could not conduct a satisfactory preflight/inspection.

A2.2.3. Area 20. Ground Handling/Support Equip. (P/FE/AG)

A2.2.3.1. (Q) Thoroughly familiar with servicing to include oils and hydraulic fluid, towing and tie down procedures.

A2.2.3.2. (Q-) Minor deviations or omissions that did not preclude safety or mission accomplishment.

A2.2.3.3. (U) Unsatisfactory knowledge/performance of aircraft servicing. Unfamiliar with the proper fuels/lubricants. Major deviations in completing the required forms. Failed to take all safety precautions.

A2.2.4. Area 21. APU Start/Shutdown. (P/FE)

A2.2.4.1. (Q) Accomplish APP/APU operations IAW applicable checklists, TO's and directives.

A2.2.4.2. (Q-) Minor deviations which did not exceed limitations or safe operation.

A2.2.4.3. (U) Unsatisfactory knowledge/performance of APP/APU operations/limitations and failed to take all safety precautions.

A2.2.5. Area 22. Engine Operations. (P/FE)

A2.2.5.1. (Q) Perform engine operations IAW TO checklists and procedures. Perform hover and power checks without exceeding any aircraft limits.

A2.2.5.2. (Q-) Minor deviations which did not exceed limitations or safe operation.

A2.2.5.3. (U) Unsatisfactory knowledge/performance of engine operations/limitations and failed to take all safety precautions.

A2.2.6. Area 23. Aircraft Refueling. (P/FE/AG)

A2.2.6.1. (Q) Thoroughly familiar with all aspects of aircraft refueling. Demonstrate proper fuel management regarding aircraft mission and CG requirements.

A2.2.6.2. (Q-) Minor deviations which did not exceed limitations or safe operation.

A2.2.6.3. (U) Unsatisfactory knowledge/performance of fuel system operations/limitations and failed to take all safety precautions.

A2.2.7. Area 24. Fuel Management. (P/FE)

A2.2.7.1. (Q) Familiar with basic fuel systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Determine if aircraft can safely fly given mission without various system components functioning.

A2.2.7.2. (Q-) Same as (Q) except for deviations which did not compromise safety or mission accomplishment.

A2.2.7.3. (U) Unsatisfactory knowledge/performance of Fuel Management which adversely impacted mission accomplishment.

A2.2.8. Area 25. Aircraft Configuration/Special Equipment. (P/FE/AG)

A2.2.8.1. (Q) Have the required professional equipment for the given mission. Inspect and configure aircraft for special craft/personnel deployments IAW given mission, TO, and directives.

A2.2.8.2. (Q-) Same as (Q) but with minor deviations that do not impact mission accomplishment.

A2.2.8.3. (U) Did not have the required professional equipment for the given mission. Failed to inspect and configure aircraft for special craft/personnel deployments IAW given mission, TO, and directives.

A2.2.9. Area 26. Cargo Loading/Tie down. (FE)

A2.2.9.1. (Q) Ensure cargo/personnel are properly loaded and secured within aircraft CG limits.

A2.2.9.2. (Q-) Same as (Q) but with minor deviations that do not impact mission accomplishment.

A2.2.9.3. (U) Did not ensure cargo/personnel are properly loaded and secured within aircraft CG limits.

A2.2.10. Area 27. After Landing/Shutdown Procedures. (P/FE)

A2.2.10.1. (Q) Complete appropriate checklist(s) IAW TO's and directives.

A2.2.10.2. (Q-) Same as above except for minor deviations and omissions.

A2.2.10.3. (U) Major deviations or omissions during the After Landing, Engine Shutdown or Before Leaving the Helicopter checklist procedures which could have jeopardized safety.

A2.2.11. Area 28. Postflight/Securing Aircraft. (P/FE/AG)

A2.2.11.1. (Q) Complete appropriate inspections IAW appropriate TO's and directives.

A2.2.11.2. (Q-) Same as above but with minor deviations and omissions.

A2.2.11.3. (U) Failed to perform the aircraft and equipment post flight and/or reconfiguration.

A2.2.12. Area 29. Hover Taxi Maneuvers. (P)

A2.2.12.1. **(Q)** Safe taxi operations clearing obstacles by required distances. Follow standard marshaling signals. Maintain rotor blast awareness.

A2.2.12.2. **(Q-)** Minor deviations which did not jeopardize safety to aircraft, aircrew, or ground personnel/equipment.

A2.2.12.3. **(U)** Deviations which could jeopardize safety to aircraft, aircrew, or ground personnel/equipment.

A2.2.13. Area 30. Takeoff (T/O). (P)

A2.2.13.1. **(Q)** Performed takeoffs IAW procedures outlined in flight manual and other directives. Smooth, precise and controlled aircraft movement. Maintained constant ground track and climbout angle. Smooth power application. If necessary, takeoff abort executed in a safe and timely manner as briefed/required without exceeding aircraft limitations.

A2.2.13.2. **(Q-)** Minor deviations from (Q) above that did not exceed aircraft limitations or compromise safety.

A2.2.13.3. **(U)** Lift off was potentially dangerous. Exceeded aircraft/systems limitations. Over-controlled aircraft resulting in excessive deviations from the intended flight path.

A2.2.14. Area 31. Approaches. (P)

A2.2.14.1. **(Q)** Performed approaches IAW procedures outlined in the flight manual and other directives. Smooth, precise and controlled aircraft movement. Maintained constant ground track and approach angle. Descent and deceleration constant and even. If necessary, landing abort executed in a safe and timely manner as briefed/required without exceeding aircraft limitations.

A2. 2. 14.2. **(Q-)** Minor deviations from (Q) above that did not exceed aircraft limitations or compromise safety.

A2.2.14.3. **(U)** Major deviations to the procedures outlined in the flight manual and other directives. Aircraft control was erratic. Consistently overshoot/undershot final. Failed to recognize/maintain the correct or desired rate of descent and approach angle.

A2.3.15. Area 32. Traffic Patterns. (P)

A2.2.15.1. **(Q)** Performed approaches IAW procedures outlined in the flight manual and other directives. Smooth, precise and controlled aircraft movement. Maintained constant ground track and approach angle. Descent and deceleration constant and even. If necessary, landing abort executed in a safe and timely manner as briefed/required without exceeding aircraft limitations.

A2.2.15.2. **(Q-)** Minor deviations from (Q) above that did not exceed aircraft limitations or compromise safety.

A2.2.15.3. **(U)** Major deviations to the procedures outlined in the flight manual and other directives. Aircraft control was erratic. Consistently overshoot/undershot final. Failed to recognize/maintain the correct or desired rate of descent and approach angle.

A2.2.16. Area 33. Landing. (P)

A2.2.16.1. **(Q)** Performed landing IAW procedures outlined in the flight manual and other directives. Smooth, precise and controlled aircraft movement. Maintained constant heading.

A2.2.16.2. **(Q-)** Minor deviations from **(Q)** above that did not exceed aircraft limitations or compromise safety.

A2.2.16.3. **(U)** Major deviations to the procedures outlined in the flight manual and other directives. Aircraft control was erratic. Failed to touchdown or terminate within the desired area.

A2.3. SIMULATED EMERGENCY GRADING CRITERIA

A2.3.1. Area 34. Autorotation. (P/FE)

A2.3.1.1. **(Q)** Familiar and complied with procedures outlined in the flight manual, checklist and other directives. Smooth, precise, and controlled aircraft movement. Controlled rotor rpm throughout the maneuver. If a power recovery during descent is required, initiated in a timely and effective manner without exceeding aircraft limitations. Flared at an appropriate altitude, smooth and controlled power recovery and would have landed safely and in the desired area.

A2.3.1.2. **(Q-)** Minor deviations from **(Q)** above that did not exceed aircraft limitations or compromise safety.

A2.3.1.3. **(U)** Unfamiliar and/or did not comply with procedures outlined in the flight manual, checklist and other directives. Aircraft control was erratic. Failed to maintain rotor rpm during the maneuver. Would have failed to land safely or in the desired area.

A2.3.2. Area 35. Single Engine/Engine Fire. (P/FE)

A2.3.2.1. **(Q)** Recognize abnormal aircraft condition and react appropriately to effect safe, timely termination of emergency IAW the flight manual and other directives. Aircraft control was smooth and positive. Pattern, approach and landing adjusted to the situation. Touchdown was within the desired area. Aware of minimum safe single engine airspeed and the existing power available/required.

A2.3.2.2. **(Q-)** Minor deviations from **(Q)** above that did not exceed aircraft limitations or compromise safety.

A2.3.2.3. **(U)** Aircraft control was erratic. Failed to touchdown within the desired area. Unaware of minimum safe single engine airspeed and/or existing power available/required.

A2.3.3. Area 36. Auto Pilot Failure. (P/FE)

A2.3.3.1. **(Q)** Recognize abnormal aircraft condition and react appropriately to effect safe, timely termination of emergency IAW the flight manual and other directives. Aircraft control was smooth and positive. Pattern, approach and landing adjusted to the situation. Touchdown was in desired area.

A2.3.3.2. **(Q-)** Minor deviations from **(Q)** above that did not exceed aircraft limitations or compromise safety.

A2.3.3.3. **(U)** Aircraft control was erratic. Failed to touchdown within the desired area.

Unaware of minimum safe single engine airspeed and/or existing power.

A2.3.4. Area 37. Other Emergencies. (P/FE)

A2.3.4.1. **(Q)** Familiar with basic aircraft systems and the ramifications of system failure or malfunction. Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency IAW the flight manual and other directives.

A2.3.4.2. **(Q-)** Minor deviations from (Q) above that did not exceed aircraft limitations or compromise safety.

A2.3.4.3. **(U)** Demonstrated an unsatisfactory knowledge of systems, procedures, or operating limits. Unable to recognize abnormal aircraft operations and failed to terminate emergency safely IAW the flight manual and other directives.

A2.4. INSTRUMENT (INSTM) GRADING CRITERIA.

A2.4.1. Area 38. Instrument Departure/Climb/Level Off. (P)

A2.4.1.1. **(Q)** Familiar and complied with procedures outlined in the flight manual, checklist and other directives. Smooth, precise, and controlled aircraft movement. Performed departure as published/briefed and complied with all restrictions. Maintained course/heading within +/- 10 degrees. Leveled off at required altitude +/- 100 feet. Promptly established proper cruise airspeed.

A2.4.1.2. **(Q-)** Minor procedural deviations. Some under- or over-control on lift off. Performed departure as published/directed and complied with all restrictions. Level off was erratic, maintained altitude within +/- 300 feet. Slow in establishing the proper cruise airspeed.

A2.4.1.3. **(U)** Lift off was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish the proper aircraft attitude. Over-controlled aircraft resulting in excessive deviations from the intended flight path. Failed to comply with the published/directed departure instructions or exceeded the limits of (Q-). Level off was erratic, or exceeded the limits of (Q-). Excessive delay or failed to establish the proper cruise airspeed.

A2.4.2. Area 39. Holding Procedures. (P)

A2.4.2.1. **(Q)** Enter and execute holding IAW directives and ATC clearance. Arrive within 0.5 nm of holding fix. Maintain within 1 dot of holding course, +/- 100 feet of assigned altitude, and +/- 10 knots of briefed speed.

A2.4.2.2. **(Q-)** Arrive within 1 nm of holding fix. Exceed 1 dot from centered while on holding course. Maintain within +/- 300 feet of assigned altitude and +/- 15 knots of briefed speed.

A2.4.2.3. **(U)** Entry and/or holding procedures were not IAW directives and ATC clearance. Exceeded the criteria for (Q-).

A2.4.3. Area 40. Use of NAVAIDS/Navigation. (P)

A2.4.3.1. **(Q)** Maintain position awareness using available NAVAIDS and on-board equipment. Maintain safe separation from terrain and restricted airspace as required.

Ensure NAVAIDs are correctly identified after tuning. Use NAVAIDs required for course guidance in accordance with directives. Navigate as required by mission and ATC directly or along published routes +/- 0.5 nm or +/- 1 dot from course centerline. Maintain assigned/briefed heading +/- 10 degrees, altitude +/- 100 feet, and briefed speed +/- 10 knots. When directed to a Distance Measuring Equipment (DME) fix, arrive +/- 0.5 nm on direct routing.

A2.4.3.2. **(Q-)** Deviations in navigation and/or use of NAVAIDS which did not compromise safety or mission effectiveness. Maintain within +/- 1 nm or 2 dots from course centerline. Maintain assigned/ briefed heading +/- 15 degrees, altitude +/- 300 feet, and briefed speed +/- 15 knots. Arrive to DME fix within 1 nm.

A2.4.3.3. **(U)** Major errors in the procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Exceeded the parameters for (Q-).

A2.4.4. **Area 41. Precision Approach (ILS or PAR). (P)**

A2.4.4.1. **(Q)** Maintain controlled, stable approach without excessive oscillations through course or glide slope. Maintain assigned altitude +/- 100 feet, heading +/- 10 degrees, and briefed speed +/- 10 knots. Arrive stabilized at decision height (DH) within 1 dot of course and glide slope or no more than “slightly” off PAR course and glide slope.

A2.4.4.2. **(Q-)** Performed the procedures with minor deviations. Slow to make corrections or initiate procedures. Position at the DH would have permitted a safe landing. Maintained assigned altitude +/- 300 feet, heading +/- 15 degrees, and briefed speed +/- 15 knots.

A2.4.4.3. **(U)** Performed the procedures with major deviations. Erratic corrections were made. Exceeded the limits of (Q-). Did not comply with the DH or the position at DH would not have permitted a safe landing.

A2.4.5. **Area 42. Non-precision Approach. (P)**

A2.4.5.1. **(Q)** Maintain controlled, stable approach without excessive oscillations through course. Maintain assigned altitude +/- 100 feet, heading +/- 10 degrees, and briefed speed +/- 10 knots. Arrive stabilized at minimum descent altitude within 1 dot of course or no more than “slightly” off ASR course prior to missed approach point. MDA -0 / +100 feet.

A2.4.5.2. **(Q-)** Performed the procedures with minor deviations. Slow to make corrections. Position at the MAP would have permitted a safe landing. Assigned altitude +/- 300 feet, heading +/- 15 degrees, and briefed speed +/- 15 knots. MDA -50 / +150 feet.

A2.4.5.3. **(U)** Performed the procedures with major deviations. Erratic corrections were made. Exceeded the limits of (Q-). Maintained steady state flight below MDA. Position at the MAP would not have permitted a safe landing.

A2.4.6. **Area 43. Missed Approach. (P)**

A2.4.6.1. **(Q)** Execute appropriate procedures without hesitation at missed approach

point or when required by ATC or directives.

A2.4.6.2. **(Q-)** Execute missed approach/climb out with minor deviations. Slow to comply with the published procedures/directives, controller's instructions, or flight manual. Maintained assigned or briefed heading +/- 15 degrees, altitude +/- 300 feet, and briefed speed +/- 15 knots.

A2.4.6.3. **(U)** Executed the missed approach with major deviations. Failed to comply with the published procedures/directives, controller's instructions, or flight manual. Exceeded the limits of (Q-).

A2.5. MISSION (MSN) GRADING CRITERIA.

A2.5.1. Area 44. Tactical Profile.

A2.5.1.1. Sub-Area a. Low Level Navigation. (P)

A2.5.1.1.1. **(Q)** Plan and fly route to minimize risk to aircraft and crew for a given mission. Maintain position awareness while enroute at critical points (e.g., near threats or waypoints). Direct aircraft to desired objective, on time +/- 3 minutes. Minimal delay accomplishing common navigation tasks.

A2.5.1.1.2. **(Q-)** Slow to accomplish common navigation tasks. Slow to recognize and adjust for deviations in timing and /or course.

A2.5.1.1.3. **(U)** Could not establish position. Failed to recognize turn points or adjust for deviations in timing and/or course. Flew outside of established range/area boundaries.

A2.5.1.2. Sub-Area b. Threat Identification/Countermeasures. (P/FE/AG)

A2.5.1.2.1. **(Q)** Terrain mask appropriately for given threats and flight conditions. Employ defensive maneuvers appropriate for a given threat. Familiar with threat indications visually and on defensive countermeasure equipment (if available). Make timely, clear, and correct threat identification calls. React IAW directives to a given threat to minimize probability of kill from threat.

A2.5.1.2.2. **(Q-)** Slow to employ defensive maneuvers appropriate for a given threat. Threat identification calls were slow and/ or incorrect. Unfamiliar with threat indications.

A2.5.1.2.3. **(U)** Failed to employ defensive maneuvers appropriate for a given threat. Failed to make threat calls (if appropriate). Unaware of threat indications.

A2.5.1.3. Sub-Area c. Tactical Approach/Landing/Takeoff. (P/FE/AG)

A2.5.1.3.1. **(Q)** Execute tactical approaches, landings and takeoffs that minimize risk for a given threat and flight condition. No go-arounds due to pilot error. Maintain briefed approach altitude profile + 100/- 50 feet (no "ballooning" or premature descent). Land or hover within 50 feet of prebriefed spot and within +/- 10 degrees of intended heading.

A2.5.1.3.2. **(Q-)** Go-around due to pilot error. Maintained briefed approach altitude profile + 200/- 100 feet. Land or hover within 100 ft of prebriefed spot and +/- 15 degrees of intended heading. Did not jeopardize mission accomplishment.

A2.5.1.3.3. (U) Exceeded the limits of (Q-). Performed the procedures with major deviations. Erratic corrections were made. Mission accomplishment was jeopardized.

A2.5.1.4. Sub-Area d. Scanning. (P/FE/AG)

A2.5.1.4.1. (Q) Keep the aircraft clear of all obstacles IAW directives.

A2.5.1.4.2. (Q-) Slow to call out hazards and/or obstacles.

A2.5.1.4.3. (U) Failed to call out hazards and/or obstacles which could jeopardize safe and effective mission accomplishment.

A2.5.2. Area 45. Alternate Loading/Cabin Configuration. (FE/AG)

A2.5.2.1. (Q) Configure cabin for alternate loading IAW given mission and directives. Satisfactory knowledge of restraint equipment/requirements, weight limitations, and safety precautions.

A2.5.2.2. (Q-) Same as above except for minor deviations which did not affect safe/effective mission accomplishment.

A2.5.2.3. (U) Major deviations which could affect safe/effective mission accomplishment. Unsatisfactory knowledge of restraint equipment/requirements, weight limitations, and safety precautions.

A2.5.3. Area 46. Gunnery.

A2.5.3.1. Sub-Area a. Arming/Dearming/Safing. (FE/AG)

A2.5.3.1.1. (Q) Demonstrated the ability to arm, de-arm, and safe the weapon in flight. Able to identify and clear weapons malfunctions in a timely manner IAW the appropriate operating manuals. Kept crew advised of other aircraft/teams/targets during employment.

A2.5.3.1.2. (Q-) Minor procedure errors and/or was slow to arm/de-arm/safe the weapon. Safety was never compromised. Slow to advise crew of other aircraft/teams/targets during employment.

A2.5.3.1.3. (U) Failed to arm, dearm, or safe the weapon. Major errors in procedures. Failed to advise crew of other aircraft/team/survivor/ target during employment.

A2.5.4. Sub-Area b. Target Acquisition. (FE/AG)

A2.5.4.1. (Q) Timely acquisition of target and delivery of rounds on target.

A2.5.4.2. (Q-) Target acquisition was slow or limited in its effectiveness.

A2.5.4.3. (U) Failed to engage the target. Target acquisition was ineffective.

A2.5.5. Area 47. Formation.

A2.5.5.1. Sub-Area a. Lead. (P)

A2.5.5.1.1. (Q) Maintain situational awareness of wingman position. Fly enroute profile that provides wingman obstacle clearance. Direct flight as required flying type formation that minimizes risk while accomplishing the

mission. Fly stable approaches that terminate with enough room for the formation to land in position (or as briefed). Minimize high power requirements for wingmen. Apply criteria from Tactical Profile sub-areas as appropriate.

A2.5.5.1.2. **(Q-)** Performed the procedures with minor deviations that did not preclude safe mission accomplishment.

A2.5.5.1.3. **(U)** Lost situational awareness on wingman. Erratic aircraft movement or power requirements that forced wingman into evasive maneuver or go-around.

A2.5.5.2. Sub-Area b. Wing. (P)

A2.5.5.2.1. **(Q)** Maintain situational awareness of lead's position and be prepared to assume lead duties. Maintain briefed position +/- 10 degree, spacing +/- 1 rotor (welded wing) or +/- .25 nm (flexible formations) and altitude +/- 20 feet (welded wing) or +/- 100 feet (flexible formations).

A2.5.5.2.2. **(Q-)** Maintained briefed position +/- 20 degrees, spacing +/- 2 rotor disks (welded wing) or +/- .50 nm (flexible formations), and altitude +/- 50 feet (welded wing) or +/- 200 feet (flexible formations).

A2.5.5.2.3. **(U)** Exceeded the limits of (Q-). Performed with major deviations and/or erratic corrections. Mission accomplishment was jeopardized.

A2.5.5.3. Sub-Area c. Lost Visual (VMC/IMC). (P)

A2.5.5.3.1. **(Q)** Execute IMC breaks IAW directives without hesitation. Able to perform Visual Meteorological Conditions (VMC) "Lost Visual Contact" procedures IAW directives. Flight lead transmits all required information within 15 seconds of initial call. Flight members execute procedures apply climb power, initiate turn to required heading or begin adjusting heading as applicable within 5 seconds.

A2.5.5.3.2. **(Q-)** Performed the procedures with minor deviations. Flight lead slow to transmit initial call. Flight members slow to react to initial call.

A2.5.5.3.3. **(U)** Flight lead gives out erroneous initial call (e.g., wrong MSA or calls for non-mountainous instead of mountainous). Flight members execute improper procedures.

AREA / SUB-AREAS	Q	Q-	U	REMARKS
GENERAL				
1. Directives/Publications				
2. Mission Prep/Planning/Forms				
3. Briefings/Debriefings				
4. Task Management				
5. Communications Procedures				
*6. Decision Making				
*7. Situational Awareness				
*8. Safety				
*9. Airmanship				
*10. CRM				
*11. Checklist Discipline				
12. LSE/Acft Emerg Eq/Exits/Pro Equip				
13. Emergency Procedures				
#14. Gen Knowledge/Systems/Ops Limits				
a. Engines System				
b. Oil System				
c. Fuel System				
d. Hydraulics System				
e. Electrical System				
f. Aircraft Lighting				
g. Anti-icing/De-icing				
h. Fire Detection/Extinguisher				
i. Door/Window				
j. Auto Pilot				
k. Navigation Equipment				
l. Gear Boxes/Drive Train				
m. Communication Equipment				
n. Cockpit Familiarity				
INSTRUCTOR				
*15. Instructor Ability (All)				
*16. Instructor Demonstration (All)				
*17. Error Analysis/Grading Practices (All)				
QUALIFICATION				
18. Weight and Balance/TOLD (P/FE)				
19. Preflight (P/FE/AG)				
20. GRND Handling/Sup Equip. (P/FE/AG)				
21. APU Start/Shutdown Proceed (P/FE)				

AREA / SUB-AREAS	Q	Q-	U	REMARKS
22. Engine Operations (P/FE)				
23. Aircraft Refueling (P/FE/AG)				
24. Fuel Management (P/FE)				
25. ACFT Config/Spc Equip. (P/FE/AG)				
26. Cargo Loading/Tie down (FE)				
27. After LND/Shutdwn Procedures (P/FE)				
28. Postflight/Securing Aircraft (P/FE/AG)				
29. Hover/Taxi Maneuvers (P)				
30. Takeoff (T/O) (P)				
31. Approaches (P)				
32. Traffic Patterns (P)				
33. Landing (P)				
SIMULATED EMERGENCIES				
34. Autorotation (P/FE)				CHECKRIDE ADMINISTRATION -Accomplish All Items Unless Otherwise Specified.
35. Single Engine/Engine Fire (P/FE)				-All critical areas must be graded Q or U
36. Auto Pilot Failure (P/FE)				-Any Q2/Q3: Contact A3QV AF Evaluator as soon as possible.
37. Other Emergencies (P/FE)				
INSTRUMENT				
38. Instrument Depart/Climb/Level Off (P)				ADDENDA Q: Qualified, minor deviations that did not detract from overall performance.
39. Holding Procedures (P)				Q-: Qualified, deviations occurred that detracted from overall performance.
40. Use of NAV AIDS/Navigation (P)				U: Unqualified.
41. Precision Approach (ILS or PAR) (P)				*: Critical areas.
42. Non-precision Approach (P)				**: In-flight demonstration required.
43. Missed Approach (P)				***: Choose x of the x of the maneuvers.
MISSION				
44. Tactical Profile				#: As applicable to Crew Position/Evaluation.
a. Low Level Navigation (P)				†: May be verbally evaluated.
b. Threat ID/Countermeasures (P/FE/AG)				
c. TAC Approach/Landing/TO (P/FE/AG)				
d. Scanning (P/FE/AG)				
45. Alt Loading/Cabin Config. (FE/AG)				
46. Gunnery				
a. Arming/Dearming/Safing (FE/AG)				
b. Target Acquisition (FE/AG)				
47. Formation				
a. Lead (P)				
b. Wing (P)				
c. Lost Visual (VMC/IMC) (P)				

Attachment 3
C-172/182/208 EVALUATIONS

A3.1. Ground Phase Requisites:

A3.1.1. Ground Phase Requisites Grading Criteria. Ground phase requisites are graded IAW chapter 2 of this publication and AFI11-202, Vol 2 *Aircrew Standardization/Evaluation Program*.

A3.2. Flight Phase Areas, Sub-areas and Grading Criteria (See AETC Form 3862B): Asterisk (*) items identify critical areas/sub areas. General and Instructor Areas are IAW Chapters 4 and 5.

A3.2.1. QUALIFICATION. (QUAL)**A3.2.1.1. (Area 18) Basic Aircraft Control. (P)**

Note: 1. Use the above criteria as general tolerances for airspeed, altitude, and heading/course. May be used for any flight portion of the evaluation.

Note: 2. Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed “minus” tolerances are based on minimum maneuvering speed for aircraft configuration.

Note: 3. This criteria does not apply to landings. See specific landing area for landing tolerances.

A3.2.1.1.1. **(Q)** Maintained positive aircraft control. Experienced minor deviations but corrected in a timely manner. Meets the following tolerances:

Airspeed: +10/-5 KIAS

Altitude: +/-100 feet

Heading/Course: +/-5 degrees

A3.2.1.1.2. **(Q-)** Frequent deviations in airspeed altitude or heading, but does not compromise flight safety. Slow to correct deviations. Exceeds (Q) criteria but does not exceed:

Airspeed: +15/-5 KIAS

Altitude: +/-200 feet

Heading/Course: +/-10 degrees

A3.2.1.1.3. **(U)** Exceeded (Q-) criteria.

A3.2.1.2. (Area 19) Ground Operations/Taxi. (P)

A3.2.1.2.1. **(Q)** Established and adhered to station, start engine, taxi, and take-off time to assure thorough pre-flight, check of personal equipment, crew/passenger briefings, etc. Accurately determined readiness of aircraft for flight. Completed all systems preflight/post-flight inspections IAW flight manual. Conducted taxi operations according to flight manual, AFI 11-218, *Aircraft Operations and Movement on the Ground* and local procedures.

A3.2.1.2.2. **(Q-)** Same as above except for minor procedural deviations that did not detract from mission effectiveness.

A3.2.1.2.3. **(U)** Crew errors directly contributed to a late takeoff that degraded the mission. Failed to accurately determine readiness for flight. Failed to preflight/post-flight a critical component or could not conduct a satisfactory preflight/post-flight inspection.

A3.2.1.3. (Area 20) Takeoff. (P)

A3.2.1.3.1. (Area 20a) Takeoff (Normal/No Flap). (P)

A3.2.1.3.1.1. **(Q)** Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW flight manual and as published/directed.

Airspeed: +5/-0 KIAS

Centerline: +/-15 feet left or right

A3.2.1.3.1.2. **(Q-)** Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.

Airspeed: +10/-0 KIAS

Centerline: +/-25 feet left or right

A3.2.1.3.1.3. **(U)** Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded (Q-) criteria.

A3.2.1.3.2. (Area 20b) Takeoff (Short Field). (P)

A3.2.1.3.2.1. **(Q)** Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW flight manual and as published/directed.

Airspeed: +5/-0 KIAS

Centerline: +/-15 feet left or right

Take off Distance: 750 feet or less

A3.2.1.3.2.2. **(Q-)** Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.

Airspeed: +10/-0 KIAS

Centerline: +/-25 feet left or right

Takeoff Distance: 1000 feet or less

A3.2.1.3.2.3. **(U)** Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded (Q-) criteria.

A3.2.1.3.3. (Area 20c) Takeoff (Soft Field). (P)

A3.2.1.3.3.1. (Q) Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW flight manual and as published/directed.

Airspeed: +5/-0 KIAS

Centerline: +/-15 feet left or right

A3.2.1.3.3.2. (Q-) Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.

Airspeed: +10/-0 KIAS

Centerline: +/-25 feet left or right

A3.2.1.3.3.3. (U) Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded (Q-) criteria.

A3.2.1.4. (Area 21) Departure. (P)

A3.2.1.4.1. (Q) Executed departure as published or directed and complied with all restrictions.

A3.2.1.4.2. (Q-) Minor deviations in airspeed and navigation occurred during completion of departure.

A3.2.1.4.3. (U) Failed to comply with published or directed departure instructions.

A3.2.1.5. (Area 22) VFR Pattern. (P)

A3.2.1.5.1. (Q) Properly analyzed pattern winds. Aircraft properly configured prior to starting the final turn.

Altitude: +/-100 feet

Airspeed: +10/-0 KIAS

Final Turn Airspeed: +10/-0 KIAS

Final Airspeed: +10/-0

A3.2.1.5.2. (Q-) Misanalysis of pattern conditions resulted in loose or tight downwind or long or short final.

Altitude: +/-200 Feet

Airspeed: +15/-5(steady) KIAS

Final Turn Airspeed: +15/-5(steady) KIAS

Final Airspeed: +15/-5(steady) KIAS

A3.2.1.5.3. (U) Exceeded (Q-) criteria. Configuration was improper. Exceeded aircraft limits.

A3.2.1.6. (Area 23) Landing. (P)**A3.2.1.7. (Area 23a-c) Landing (Full/Half/No-Flap). (P)**

A3.2.1.7.1. (Q) Maintained proper runway alignment, at touch-down speed in the prescribed landing zone. Braking was smooth and effective.

Touchdown Airspeed: +10/-5 KIAS

Centerline: +/-15 feet

A3.2.1.7.2. (Q-) On touchdown slightly outside the prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.

Touchdown Airspeed: +15/-5 KIAS

Centerline: +/-25 feet

A3.2.1.7.3. (U) Exceeded (Q-) criteria. Configuration was improper. Exceeded aircraft limits.

A3.2.1.8. (Area 23d) Touch/Stop and Go. (P)

A3.2.1.8.1. (Q) Maintained proper runway alignment and at touchdown speed, in the prescribed landing zone, but safe. Application of power, cross-check of engine instruments, and runway alignment during the takeoff phase was smooth and timely.

Touchdown Airspeed: +10/-5

Centerline: +/-15 feet left or right

Takeoff Airspeed: +5/-0 KIAS

A3.2.1.8.2. (Q-) Executed landing phase with minor deviations. At touchdown speed slightly outside the prescribed landing zone, but safe. Application of power, cross-check of engine instruments, and runway alignment during the takeoff phase was slow.

Touchdown Airspeed: +10/-5

Centerline: +/-25 feet left or right

Takeoff Airspeed: +10/-0 KIAS

A3.2.1.8.3. (U) Exceeded (Q-) criteria. Application of power and cross-check of engine instruments and runway alignment was late during the takeoff phase.

A3.2.1.9. (Area 23e) Short Field. (P)

A3.2.1.9.1. (Q) Followed proscribed short field landing procedures. Maintained proper runway alignment, at touch-down speed in the prescribed landing zone. Braking was smooth and effective.

Touchdown Airspeed: +10/-5

Centerline: +/-15 feet left or right

Landing Distance: 1000 feet or less

A3.2.1.9.2. (Q-) Did not follow proscribed short field landing procedures. At touchdown speed slightly outside the prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.

Touchdown Airspeed: +15/-5

Centerline: +/-25 feet left or right

Landing Distance: 1500 feet or less

A3.2.1.9.3. (U) Exceeded (Q-) criteria. Configuration was improper. Exceeded aircraft limits.

A3.2.1.10. (Area 23f) Soft Field. (P)

A3.2.1.10.1. (Q) Followed proscribed short field landing procedures. Maintained proper runway alignment, at touch-down speed in the prescribed landing zone. Braking was smooth and effective.

Touchdown Airspeed: +10/-5

Centerline: +/-15 feet left or right

Landing Distance: 1000 feet or less

A3.2.1.10.2. (Q-) Did not follow proscribed short field landing procedures. At touchdown speed slightly outside the prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.

Touchdown Airspeed: +15/-5

Centerline: +/-25 feet left or right

Landing Distance: 1500 feet or less

A3.2.1.10.3. (U) Exceeded (Q-) criteria. Configuration was improper. Exceeded aircraft limits.

A3.2.1.11. (Area 24) Go Around. (P)

A3.2.1.11.1. (Q) Initiated and performed a go-around promptly IAW operational procedures and directives.

A3.2.1.11.2. (Q-) Was slow to self-initiate a go-around or procedural steps.

A3.2.1.11.3. (U) Did not self-initiate a go-around when appropriate or when directed. Techniques were unsafe or incorrect procedures were applied.

A3.2.1.12. (Area 25) Emergency Landing Pattern/Power Off 180. (P)

A3.2.1.12.1. (Q) Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed. Flew an approach compatible with the situation. Used sound judgment. Configured at the appropriate position or altitude. Had smooth, positive control of aircraft. Touchdown point permitted safe stopping in available runway.

A3.2.1.12.2. **(Q-)** Made minor procedural errors. Errors did not detract from safe handling of the situation. Configured at a position and altitude that allowed for a safe approach. Required unnecessary maneuvering due to minor errors in planning or judgment. Touchdown longer than desired, but permitted stopping in available runway.

A3.2.1.12.3. **(U)** Made major deviations or did not comply with applicable procedures. Judgment was unsafe. Excessive maneuvering was required. Could not have landed safely. Touchdown point would not have allowed for safe stopping on available runway. Exceeded aircraft limits.

A3.2.1.13. **(Area 26) Emergency Landing Pattern/Landing. (P)** See Area 23, all aircraft landing criteria are the same as Area 23a-c

A3.2.1.14. **(Area 27) Enroute Navigation. (P)**

A3.2.1.14.1. **(Q)** Able to navigate using all available means. Used appropriate navigation procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.

A3.2.1.14.2. **(Q-)** Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course. Slow to adjust for deviations in time and course.

A3.2.1.14.3. **(U)** Major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for position deviations from course. Did not remain within the confines of assigned airspace. Exceeded (Q-) criteria.

A3.2.1.15. **(Area 28) Descent/Arrival. (P)**

A3.2.1.15.1. **(Q)** Performed descent as directed. Complied with all flight manual, controller issued, or STAR restrictions in a proficient manner. Accomplished all required checks.

A3.2.1.15.2. **(Q-)** Performed descent as directed with minor deviations that did not compromise mission safety. Slow to accomplish required checks.

A3.2.1.15.3. **(U)** Performed descent with major deviations. Did not accomplish required checks. Erratic corrections. Exceeded flight manual limitations.

A3.2.2. **INSTRUMENT. (INSTM)** At least one precision approach, one non-precision approach and unusual attitudes must be accomplished to complete the evaluation.

A3.2.2.1. **(Area 29) Instrument Departure/SID (If Applicable). (P)**

A3.2.2.1.1. **(Q)** Complied with all restrictions or controlling agency instructions. Made all required reports. Applied course/heading corrections promptly. Demonstrated smooth, positive control.

A3.2.2.1.2. **(Q-)** Minor deviations in navigation occurred during departure. Slow to comply with controlling agency instructions or unsure of reporting requirements.

Slow to apply course/heading corrections. Aircraft control was not consistently smooth and positive.

A3.2.2.1.3. (U) Failed to comply with published/directed departure, or controlling agency instructions. Accepted an inaccurate clearance. Aircraft control was erratic.

A3.2.2.2. (Area 30) Precision Approach (PAR/ILS/Precision GPS). (P)

A3.2.2.2.1. (Q) Meets the following tolerances:

Airspeed: +10/-5 KIAS

Altitude: Initiated missed approach at decision height +50/-0 feet (as applicable)

Heading: +/-5 degrees of controller's instructions (PAR)

Glide Slope: Within one Dot (ILS/pGPS)

Azimuth: Within one dot (ILS/pGPS)

A3.2.2.2.2. (Q-) Exceeds (Q) criteria but does not exceed:

Airspeed: +15/-5

Altitude: Initiated missed approach at decision height +100/-0 feet (as applicable)

Heading: +/-10 degrees of controller's instructions (PAR)

Glide Slope: Within one dot low, two dots high (ILS/pGPS), after runway was in sight examinee momentarily deviated below glidepath but corrected for a safe landing ("duck-under").

Azimuth: Within two dots (ILS/pGPS)

A3.2.2.2.3. (U) Exceeded (Q-) criteria.

A3.2.2.3. (Area 30a) PAR. (P)

A3.2.2.3.1. (Q) Approach was IAW published procedures. Smooth and timely response to controller's instructions. Established initial glide path and maintained glide slope with minor deviations. Complied with decision height. Position would have permitted a safe landing. Elevation did not exceed slightly above or slightly below glide path.

A3.2.2.3.2. (Q-) Performed approach with minor deviations. Slow to respond to controller's instructions and make corrections. Complied with decision height. Position would have permitted a safe landing. Elevation did not exceed well above or well below glide path. Exceeded (Q) criteria.

A3.2.2.3.3. (U) Approach not IAW flight manual, directives, or published procedures. Erratic corrections and glide path control. Did not respond to controller's instructions. Did not comply with decision height and/or position would not have permitted a safe landing. Exceeded (Q-) criteria.

A3.2.2.4. (Area 30b) ILS. (P)

A3.2.2.4.1. (Q) Approach was IAW published procedures. Smooth and timely

corrections to azimuth and glide slope. Complied with decision height. Position would have permitted a safe landing. Maintained glide path with only minor deviations.

A3.2.2.4.2. **(Q-)** Performed approach with minor deviations. Slow to make corrections. Slow to comply with decision height. Position would have permitted a safe landing. Inconsistent glide path control.

A3.2.2.4.3. **(U)** Approach not IAW flight manual, directives, or published procedures. Erratic corrections and glide path control. Did not comply with decision height and/or position at decision height would not have permitted a safe landing. Exceeded (Q-) criteria.

A3.2.2.5. **(Area 30c) Precision GPS. (P)** See Area 30b.

A3.2.2.6. **(Area 31) Non-Precision Approach (GPS/LOC/VOR/ASR). (P)**

A3.2.2.6.1. **(Q)** Approach was IAW published procedures. Used appropriate descent rate to arrive at MDA at or before VDP. Position would have permitted a safe landing. Smooth and timely response to controller's instructions (ASR).

Airspeed: +10/-5 KIAS

MDA: +100/-0 feet

Course: +/-5 degrees at MAP (NDB, VOR, TAC), less than one dot deflection (LOC, MLS)

Timing: Computed/adjusted timing to determine MAP within 10 seconds (when required)

Distance: Determined MAP within +/-0.5 NM

A3.2.2.6.2. **(Q-)** Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR). Exceeded Q criteria but does not exceed:

Airspeed: +15/-5 KIAS

MDA: +150/-50 feet

Course: +/-10 degrees at MAP (NDB, VOR, TAC), within 2 dots (LOC, MLS)

Timing: Computed/adjusted timing to determine MAP within 20 seconds (when required).

Distance: Determined MAP within +1/-0.5 NM

A3.2.2.6.3. **(U)** Approach not IAW published procedures. Maintained steady-state flight below the MDA, even though the -50 foot limit was not exceeded. Position would not have permitted a safe landing. Failed to compute or adjust timing to determine MAP (when required). Exceeded (Q-) criteria.

A3.2.2.7. **(Area 32) Circling Approach. (P)**

A3.2.2.7.1. **(Q)** Properly identified aircraft category for the approach and remained

within the lateral limits for that category. Complied with controller's instructions. Attained runway alignment without excessive bank angles. Did not descend from the MDA until in a position to place the aircraft on a normal glide path or execute a normal landing

Airspeed: +10/-5 KIAS

Altitude: +100/-0 feet

A3.2.2.7.2. **(Q-)** Deviated from established procedures but was not unsafe. Slow to comply with controller's instructions. Attained runway alignment but occasionally required excessive bank angles or maneuvering.

Airspeed: +15/-5 KIAS

Altitude: +150/-50 feet

A3.2.2.7.3. **(U)** Did not properly identify aircraft category or exceeded the lateral limits of circling airspace. Did not comply with controller's instructions. Excessive maneuvering to attain runway alignment was potentially unsafe. Descended from the MDA before the aircraft was in a position for a normal glide path or landing. Exceeded (Q-) criteria.

A3.2.2.8. **(Area 33) Missed Approach. (P)**

A3.2.2.8.1. **(Q)** Executed missed approach IAW published procedures. Complied with controller's instructions. Applied smooth control inputs.

A3.2.2.8.2. **(Q-)** Executed missed approach with minor deviations to published procedures. Slow to comply with controller's instructions. Slightly over controlled the aircraft.

A3.2.2.8.3. **(U)** Did not execute missed approach IAW flight manual, directives, or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures could have led to an unsafe condition. Exceeded (Q-) criteria.

A3.2.2.9. **(Area 34) Holding Procedures. (P)**

A3.2.2.9.1. **(Q)** Executed entry and holding IAW published procedures and directives. Stayed within ± 15 seconds (VOR), ± 2 nm (TACAN), and ± 2 minutes of EFC (if assigned) of holding pattern limit fix.

A3.2.2.9.2. **(Q-)** Made minor errors that did not detract from safety. Stayed within ± 20 seconds (VOR), and ± 3 minutes of expect further clearance (if assigned) of holding pattern limit fix.

A3.2.2.9.3. **(U)** Exceeded (Q-) criteria. Did not comply with published procedures and directives.

A3.2.2.10. **(Area 35) Unusual Attitudes. (P)**

A3.2.2.10.1. **(Q)** Made expeditious recovery to level flight with minimum altitude loss and without stalling or exceeding aircraft limits.

A3.2.2.10.2. (Q-) Slow to analyze attitude or erratic in recovery to level flight. Correct recovery procedures used.

A3.2.2.10.3. (U) Was unable to determine attitude. Used improper recovery procedures. Exceeded aircraft limits.

A3.2.2.11. (Area 36) Performance Maneuvers. (P)

NOTE: 1. Evaluator will choose two performance maneuvers to complete evaluation.

NOTE: 2. Unusual Attitudes (Area 38) must be accomplished to complete evaluation.

A3.2.2.11.1. (Area 36a) Constant Rate Climb/Descent. (P)

A3.2.2.11.1.1. (Q) Perform and instruct Constant Rate Climb/Descent using instrument references only. Aircraft control was smooth and positive.

Vertical Speed: +/-200 feet of target

Heading: +/-5 degrees

Altitude: Level off within +/-100 feet of target

A3.2.2.11.1.2. (Q-) Made minor deviations that did not detract from safety.

Vertical Speed: +/-400 feet of target

Heading: +/-10 degrees

Altitude: Level off within +/-200 feet of target

A3.2.2.11.1.3. (U) Exceeded (Q-) criteria. Did not comply with published procedures and directives. Failed to make appropriate corrections.

A3.2.2.11.2. (Area 36b) Constant Speed Climb/Descent. (P)

A3.2.2.11.2.1. (Q) Perform and instruct Constant Rate Climb/Descent using instrument references only. Aircraft control was smooth and positive.

Airspeed: +/-10 KIAS of target

Heading: +/-5 degrees

Altitude: Level off within +/-100 feet of target

A3.2.2.11.2.2. (Q-) Made minor deviations that did not detract from safety.

Airspeed: +/-15 KIAS of target

Heading: +/-10 degrees

Altitude: Level off within +/-200 feet of target

A3.2.2.11.2.3. (U) Exceeded (Q-) criteria. Did not comply with published procedures and directives. Failed to make appropriate corrections.

A3.2.2.11.3. (Area 36c) Steep Turns. (P)

A3.2.2.11.3.1. (Q) Aircraft control was smooth and positive.

Bank Angle: +/-10 degrees (at 45 degrees AOB)

Airspeed: +/-15 KIAS

Altitude: +/-100 feet at rollout

Heading: +/-10 degrees of target

A3.2.2.11.3.2. **(Q-)** Made minor deviations that did not detract from safety.

Bank Angle: +/-20 degrees (at 45 degrees AOB)

Airspeed: +/-20 KIAS

Altitude: +/-200 feet at rollout

Heading: +/-20 degrees of target

A3.2.2.11.3.3. **(U)** Exceeded (Q-) criteria. Did not comply with published procedures and directives. Failed to make appropriate corrections.

A3.2.2.11.4. (Area 36d) Steep Spirals. (P)

A3.2.2.11.4.1. **(Q)** Aircraft control was smooth and positive. Maneuver was conducted IACW appropriate procedures.

Vertical Descent: +/-200 feet of target (-1000 feet per 360 degree turn)

A3.2.2.11.4.2. **(Q-)** Made minor deviations that did not detract from safety.

Vertical Descent: +/-300 feet of target (-1000 feet per 360 degree turn)

A3.2.2.11.4.3. **(U)** Exceeded (Q-) criteria. Did not comply with published procedures and directives. Failed to make appropriate corrections.

A3.2.2.11.5. (Area 36e) Chandelles. (P)

A3.2.2.11.5.1. **(Q)** Maneuver was smooth, positive, coordinated, and flown IAW all applicable directives. Attained proper entry parameters prior to beginning the maneuver and placed emphasis on use of outside references.

A3.2.2.11.5.2. **(Q-)** Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuver was adequate, but not smooth and positive. Minor procedural deviations occurred.

A3.2.2.11.5.3. **(U)** Significantly missed entry parameters. Maneuvers were not flown IAW directives. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers. exceeded aircraft limit.

A3.2.2.11.6. (Area 36f) Lazy 8. (P)

A3.2.2.11.6.1. **(Q)** Maneuver was smooth, positive, coordinated, and flown IAW all applicable directives. Attained proper entry parameters prior to beginning the maneuver and placed emphasis on use of outside references.

A3.2.2.11.6.2. **(Q-)** Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuver was adequate, but not smooth and positive. Minor procedural deviations occurred.

A3.2.2.11.6.3. (U) Significantly missed entry parameters. Maneuvers were not flown IAW directives. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers. Exceeded aircraft limit.

A3.2.2.12. (Area 37) Slow Flight/Stalls Slow Flight. (P)

A3.2.2.12.1. (Area 37a) Slow Flight/Stalls Slow Flight. (P)

A3.2.2.12.1.1. (Q) Maneuver was smooth, positive, coordinated, and flown IAW all applicable directives.

Airspeed: -0/+5 KIAS of target

Altitude: +/-100 feet of target

A3.2.2.12.1.2. (Q-) Made minor deviations that did not detract from safety.

Airspeed: -5/+10 KIAS of target

Altitude: +/-200 feet of target

A3.2.2.12.1.3. (U) Exceeded (Q-) criteria. Did not comply with published procedures and directives. Failed to make appropriate corrections.

A3.2.2.13. Area 38. Power On Stalls. (P)

A3.2.2.13.1. (Q) Properly recovered after recognized. Recognized secondary stall, if entered, and recovered properly. Recovered to level flight with minimum loss of altitude.

A3.2.2.13.2. (Q-) Made minor deviations that did not detract from safety. Slow to recognize. Late to recognize secondary stall.

A3.2.2.13.3. (U) Misapplied flight control and PCL inputs, resulting in excessive altitude loss. Did not recognize secondary stall and did not recover properly. Exceeded aircraft limits.

A3.2.2.14. (Area 39) Traffic Pattern/Power Off Stalls. (P)

A3.2.2.14.1. (Q) Recognized approach-to-stall indications and recovered properly. Recovered to level flight with a minimum loss of altitude. Recognized secondary stall, if entered, and recovered properly. Did not overspeed flaps.

A3.2.2.14.2. (Q-) Delayed recovery beyond the aerodynamic buffet or artificial stall warning. Late to recognize secondary stall.

A3.2.2.14.3. (U) Failed to recognize stall indications. Misapplied flight control and throttle inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits.

Figure A3.1. Sample AETC Form 3862B.

20. Takeoff
 a. Takeoff (Normal/No Flap)
 b. Takeoff (Short Field)
 c. Takeoff (Soft Field)
 23. Landing (2/3, a to c req)
 a. -c Full/Half/No-Flap
 d. Touch/Stop and Go
 e. Short Field
 f. Soft Field
 30. Precision Approach
 a. PAR
 b. ILS
 c. GPS
 31. Non-Precision Approach
 a. GPC
 b. LOC
 c. VOR
 d. ASR
 36. Performance Manuevers (P)
 a. Constant Rate Climb/Descent
 b. Constant Speed Climb/Descent
 c. Steep Turns
 d. Steep Spirals
 e. Chandelles
 f. Lazy 8

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C-182/208 FLIGHT EVALUATION WORKSHEET				DATE COMPLETED	
				20130113	
NAME (Last, First, middle Initial)			RANK		
Paul, John, T.			Maj		
ORGANIZATION / LOCATION		AIRCRAFT / CREW POSITION		ELIGIBILITY PERIOD	
HQ AETC, JBSA Randolph, TX		C-182/208 IP		N/A	
QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION / CHECK	DATE	GRADE	MISSION / CHECK	DATE	
Open Book	20130101	100	INIT INSTR	20130113	
Closed Book	20130101	100	INIT QUAL	20130113	
Instrument	20131201	100	INIT INSTM	20130113	
BOLDFACE/CAPS	20130113	Q			
EPE	20130113	1			
QUALIFICATION LEVEL			ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED	DUE DATE (s)	DATE ADDITIONAL TRAINING COMPLETED		
1					
EXPIRATION OF QUALIFICATION		CERTIFYING OFFICIAL, RANK, ORG	SIGNATURE	DATE	
<input type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)			<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)		
CERTIFICATION					
PRINT NAME / GRADE / ORGANIZATION			SIGNATURE / DATE		
FLIGHT EXAMINER					
Thomas, C. Craig, Maj					
REVIEWING OFFICER					
Richard, P. Dagger, Lt Col					
FINAL APPROVING OFFICER					
Clay, B. Clower, Col					

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AREA / SUB-AREAS	Q	Q-	U	REMARKS
GENERAL				
1. Directives/Publications				
2. Mission Prep/Planning/Forms				
3. Briefings/Debriefings				
4. Task Management				
5. Communications Procedures				
*6. Decision Making				
*7. Situational Awareness				
*8. Safety Consciousness				
*9. Airmanship				
*10. Crew Resource Management (CRM)				
11. Checklist Discipline				
+12. LSE/Actl Emerg Eq/Exits/Pro Equip				
13. Emergency Procedures				
#14. Gen Knowledge/Systems/Ops Limits				
a. See back				
INSTRUCTOR				
*15. Instructor Ability				
*16. Instructor Demonstration				
*17. Error Analysis/Grading Practices				
QUALIFICATION				
18. Basic Aircraft Control (P)				
19. Ground Operations/Taxi (P)				
20. Takeoff (P)				
a. See back				
21. Departure (P)				
22. VFR Pattern (P)				
23. Landing (P)				
a. See back				
24. Go-Around (P)				
25. Emerg Landing Pattern/Pwr Off 180 (P)				
26. Emergency Landing Pattern/Landing				
27. Enroute Navigation (P)				
28. Descent/Arrival (P)				
INSTRUMENT				
29. Instrument Departure/SID (P)				
30. Precision Approach (P)				
a. See back				

AREA / SUB-AREAS	Q	Q-	U	REMARKS
31. Non-Precision Approach (P)				
a. See back				
32. Circling Approach (P)				
33. Missed Approach (P)				
34. Holding Procedures (P)				
35. Unusual Attitudes (P)				
36. Performance Manuevers (P)				
a. See back				
37. Slow Flight (P)				
38. Power on Stalls (P)				
39. Traffic Pattern/Power-Off Stalls (P)				
				CHECKRIDE ADMINISTRATION
				-Accomplish All Items Unless Otherwise Specified.
				-All critical areas must be graded Q or U
				-Any Q2/Q3: Contact A3QV AF Evaluator as soon as possible.
				ADDENDA
				Q: Qualified, minor deviations that did not detract from overall performance.
				Q-: Qualified, deviations occurred that detracted from overall performance.
				U: Unqualified.
				*: Critical areas.
				**: In-flight demonstration required.
				***: Choose x of the x of the manuevers.
				#: As applicable to Crew Position/Evaluation.
				†: May be verbally evaluated.