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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2T-1,
VOLUME 2**



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Flying Operations

T-1A AIRCREW EVALUATION CRITERIA

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This instruction implements AFD 11-2, Aircrew Operations, AFI 11-200, Aircrew Training, Standardization/Evaluation, and General Operations Structure, and AFI 11-202, Volume 2, Aircrew Standardization/Evaluation Program. It establishes procedures and criteria for evaluation of aircrews performing duties in the T-1A. File a copy of all approved waivers with this instruction. This AFI applies to all active duty, Air Force Reserve Command, and civil service aircrew flying the T-1A. With the exception of associate instructor pilot personnel, this AFI does not apply to the Air National Guard. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority, and filed in accordance with AFI 33-360. According to AFI 11-200, major commands (MAJCOM) will coordinate MAJCOM-level supplements through AETC/A3V and AF/A35 prior to publication. (T-1). Field units below MAJCOM level will coordinate their supplements through their parent MAJCOM OPR prior to publication. (T-1). Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through standardization and evaluation (stan/eval) channels to the OPR. AF/A3 is approval authority for changes or revisions to this instruction. The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. Privacy Act System of Records F011 AF XO A, Aviation Resource Management System (ARMS), <http://www.defenselink.mil/privacy/notices/usaf/F011AFXOA.shtml>, applies. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). (T-1). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Added requirement for fanfold checklist on pilot evals (2.4.2.2); All CSO evaluation paragraphs substantially revised (2.5); CSO right seat (CRS) qualification added (2.5.1); Added requirement for fanfold checklist on CSO evals (2.5.1.2); I-2 ICSO QUAL/MSN evaluation added (2.5.2); MSN checkride revised for CSO (2.5.3); Form 8 documentation guidance added for ICSO crew positions (2.5.3.4); CSO required items substantially revised (Table 2.2); CSO Evaluation Criteria substantially revised (Table 3.2); CRS, I-1, I-2 definitions added

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Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. Conduct all T-1A aircrew evaluations according to the provisions in AFI 11-202, Volume 2, and this AFI. (T-1).

1.2. Recommended Changes and Waivers:

1.2.1. Submit suggested changes to this AFI via AF Form 847, *Recommendation for Change of Publication*, to the parent MAJCOM through standardization/evaluation channels. (T-1). (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.)

1.2.2. AF/A3 is approval authority for changes or revisions to this instruction. (T-1).

1.2.3. Except as specified elsewhere in this instruction, AETC/A2/3/10 is the waiver authority for this instruction. (T-2). Waiver requests will be submitted in memorandum format and will be sent through the stan/eval chain of command. (T-2).

1.3. Procedures. T-1A certified flight examiners will give emergency procedures, instrument, qualification, and mission evaluations to aircrew members of the same rating only. (T-2). **Exception:** AETC/A3V designated T-1A pilot flight examiners may administer combat systems officer (CSO) evaluations. Pilot Instructor Training T-1A pilot flight examiners may administer combat system officer (CSO) initial CSO Right Seat (CRS) qualification evaluations.

1.3.1. Flight examiners (FE) will use the evaluation criteria in Chapter 3 to conduct flight and emergency procedure evaluations (EPE). (T-2). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

1.3.2. Unless specified, the examinee or FE may fly in any seat or authorized flight position that will best enable the FE to conduct a thorough evaluation. A qualified instructor pilot will be at a set of controls for all CSO evaluations in the aircraft. (T-2).

1.3.3. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. (T-2). The examinee will accomplish all flight planning required of the flight position during the evaluation. Higher headquarters FEs (and unit FEs, as determined locally) will be furnished a copy of necessary mission data, mission materials, and charts. (T-2).

1.3.4. Areas required by AFI 11-202, Volume 2, are indicated in Chapter 2 and Chapter 3 of this instruction. Use an alternate method of evaluation (such as an aircrew training device [ATD] or oral examination) to complete the evaluation when it is impossible to evaluate a required area in flight. (T-2). Document the alternate evaluation method on AF Form 8, *Certificate of Aircrew Qualification*, in the examiner's remarks of the comments block. (T-2).

1.3.4.1. Recurring periodic CRS qualification (QUAL) evaluations may be conducted in the simulator at the discretion of the FE. Profile must follow a normal sortie profile and be flown in "real time." (T-2). The simulator's visible fidelity may require the

evaluation to be flown away from the examinee's "local area" for the low level navigation requirement.

1.3.4.1.1. If Emergency Procedures Evaluation (EPE) requirements are also met in the simulator, separate the EPE from the QUAL evaluation. EPE requisite may be accomplished prior to or after the QUAL evaluation sortie profile.

1.3.5. The FE will thoroughly debrief all aspects of the flight. (T-2). This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must be debriefed on all check rides. (T-2). Additionally, if the overall grade is Q-2 or Q-3, a squadron supervisor must attend the debriefing. (T-2).

1.4. Grading Instructions:

1.4.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations from tolerances will not be considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the overall grade.

1.4.2. Compare examinee performance for each area accomplished during the evaluation with the standards provided in this instruction (**Figure 1.1** and **Chapter 3**) and assign an appropriate grade for the area. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202, Volume 2, and this instruction.

1.4.3. If an examinee receives an unqualified grade in any of the critical areas identified in this publication, an overall unqualified grade (Q-3) will be assigned. (T-2).

1.4.4. FE judgment will be the determining factor in arriving at the overall grade.

1.4.5. The general evaluation criteria in **Figure 1.1** apply during all phases of flight (except as noted for specific events and instrument final approaches).

Figure 1.1. General Evaluation Criteria.

Q	Q-	U
Altitude \pm 100 feet	Altitude \pm 300 feet	Exceeded Q- criteria
Airspeed \pm 10 knots indicated airspeed (KIAS)	Airspeed \pm 20 KIAS	
Course \pm 5 degrees or 3 nautical miles (nm), whichever is greater	Course \pm 10 degrees or 5 nm, whichever is greater	

1.5. Emergency Procedures Evaluation (EPE). If available and configured appropriately, an ATD should be used to conduct the requisite EPE for pilot instrument/qualification evaluations and CSO qualification (QUAL) evaluations. If an ATD is not used, the EPE will be given verbally. (T-2). **Exception:** ATDs are not required for the requisite EPE of I-2 Air operations qualification (QUAL) mission (MSN) evaluations and will be given verbally.

1.5.1. EPEs will include:

1.5.1.1. Aircraft general knowledge. (T-2).

1.5.1.2. Emergency procedures. Evaluate all boldface procedures and a minimum of one emergency procedure per phase of flight. (T-2).

1.5.1.3. Pilot: Use of standby or emergency instruments and a minimum of one instrument approach. (T-2). CRS ICSO: Direct/monitor a minimum of one instrument approach. (T-2).

1.5.1.4. I-2 CSO Evaluations. Additionally, FEs will administer a ground evaluation emphasizing emergency ground egress procedures, CSO proficiency procedures, local mission knowledge and aircrew flight equipment. (T-2).

1.6. Completion of AF Form 8:

1.6.1. Use AF Form 8 to record and certify aircrew qualification, in accordance with AFI 11-202, Volume 2. (T-1).

1.6.2. Place all comments, except restrictions and the exceptionally qualified designation (if used), on the reverse side of the AF Form 8. (T-1).

1.6.3. Log all mission (MSN) evaluations, including transition, airdrop, air refueling (A/R), basic formation, navigation (instrument flight rules [IFR] or visual flight rules [VFR]), basic navigation, air operations, and air intercept, as "MSN" evaluations in the flight phase block of AF Form 8. In accordance with AFI 11-202, Volume 2, and the lead command supplement, includes additional clarification as to the specific type of mission evaluation in the mission description section of the comments block. (T-1).

Chapter 2

EVALUATION REQUIREMENTS

2.1. Guidelines. All evaluations will follow guidelines in AFI 11-202, Volume 2. (T-1). See Table 2.1 of this instruction for pilot evaluation requirements. Pilot evaluations are divided into three types: instrument (INSTM), qualification (QUAL), and mission (MSN). MSN evaluation categories include transition, airdrop, air refueling, basic formation, navigation/low-level navigation, and air intercept. See **Table 2.2** for CSO evaluation requirements. CSO evaluations are divided into two evaluation types: qualification (QUAL) and mission (MSN). MSN evaluation categories include instructing navigation/low-level navigation, air operations, and air intercept. Use all areas for criteria applicable to the events performed on the evaluation.

2.1.1. Unless specified, evaluations may be combined if all requisites and **Table 2.1** or **Table 2.2** flight-required items are accomplished for each evaluation administered.

2.1.2. **Table 2 1** and **2.2** areas indicated with an "R" are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. (T-2). However, if it is impossible to accomplish a required area in flight, the FE may elect to evaluate the area by an alternate method (such as ATD, oral, etc.) in order to complete the evaluation. If the FE determines a required item cannot be adequately evaluated by an alternate method, an additional flight by the examinee will be required to complete the evaluation. (T-2).

2.1.3. **Table 2 1** and **2.2** areas indicated with an asterisk (*) are critical items for that evaluation and are graded Q or U only.

2.2. Formal Course Evaluations. Syllabus evaluations will be flown according to syllabus mission profile guidelines (if stated) or on a mission profile developed from syllabus training objectives. (T-2). To complete the evaluation, formal course guidelines may be modified based on local operating considerations or FE judgment. Syllabus tasks not addressed in Section C will be evaluated using criterion-referenced objectives (CRO) from the appropriate syllabus.

2.3. Instructor Evaluations (INSTR). To qualify initially as an instructor, qualified T-1A aircrew must successfully complete an initial instructor/mission evaluation (INIT INSTR/MSN), normally accomplished in conjunction with formal mission qualification training. (T-2).

2.3.1. Periodically evaluate the ability of qualified T-1A aircrew to instruct, in accordance with AFI 11-202, Volume 2.

2.3.2. Unless specified, examinees will occupy the seat most appropriate for the mission, as determined by the FE, unit supplemental guidance, and aircrew certifications.

2.3.3. Attempt to accomplish recurring, periodic MSN evaluations during actual formal training course missions, with the examinee instructing student or upgrade aircrew.

2.4. Pilot Evaluations.

2.4.1. **Instrument (INSTM).** T-1A instrument evaluations are generally combined with a qualification evaluation. Examinees will fly a mission in accordance with instrument flight rules (IFR) and accomplish Table 2.1 requirements. (T-2).

2.4.1.1. Examinees should accomplish requisites prior to the flight portion of the evaluation, and include, at minimum, an instrument examination.

2.4.2. **Qualification (QUAL).** T-1A qualification evaluations are generally combined with an instrument evaluation. Include visual and instrument approaches at airfields other than the examinee's home field to the maximum extent possible. The examinee will complete **Table 2.1** requirements. (T-2).

2.4.2.1. Requisites should be accomplished prior to the flight portion of the evaluation and at a minimum will include a boldface examination, EPE, closed-book examination, and open book examination. (T-2).

2.4.2.2. During the evaluation, check TO 1T-1A-1, *Flight Manual USAF Series T-1A Aircraft*; TO 1T-1A-1-1, *Flight Manual Appendix 1 Performance Data*; TO 1T-1A-1CL-1, *Abbreviated Flight Crew Checklist*; TO 1T-1A-1CL-1-1 *Pilots Fanfold Checklist*, supplemental T-1A flight manuals (Dash-2), as applicable; and unit specific in-flight guides. (T-2).

2.4.3. Examinees will occupy the left seat for initial and requalification instrument, and qualification evaluations, and may occupy either seat for periodic instrument and qualification evaluations as determined by the FE or unit supplemental guidance. (T-2).

2.4.4. **MSN Evaluations.** Scenarios that represent unit taskings satisfy the requirements of this evaluation. Design profiles to evaluate examinee's training, flight position, special qualifications, and basic airmanship. Give initial mission evaluations in the unit's primary mission. The FE may perform pilot not flying duties and simulate student errors during this evaluation.

2.4.4.1. Typical T-1A mission areas include transition, high level navigation, low level navigation, basic formation, formation airdrop, air refueling, and air intercept. The formation mission (basic formation, airdrop and air refueling) areas and requirements do not apply to pilots whose primary mission is CSO training. The air intercept mission does not apply to those pilots whose primary mission is Undergraduate Pilot or Pilot Instructor Training (unless certified).

2.4.4.2. Requisites should be accomplished prior to the flight portion of the evaluation and, at minimum will include an EPE and a boldface examination. (T-2). If the qualification and mission evaluation eligibility periods overlap, a single EPE may fulfill the requirement for both evaluations, if accomplished within both eligibility periods. A separate boldface examination is required for each evaluation. (T-2).

Table 2.1. Pilot Evaluations.

A R E A	A	B	C	D	E	F	G	H	I
	Title	Type of Evaluation (see Legend)							
		1	2	3	4	5	6	7	8
1	Publications	R	R	R	R	R	R	R	R
2	Mission Planning	R	R	R	R	R	R	R	R
3	Chart Preparation				R				

4	Briefing	R	R	R	R	R	R	R	R
5	Ground Operations	R	R	R	R	R	R	R	R
6	Takeoff		R						
7	Departure		R						
8	Course/Arc Maintenance		R						
9	Enroute Procedures	R	R	R	R	R	R	R	R
10	In-flight Planning	R	R	R	R	R	R	R	R
11	Clearing	R	R	R	R	R	R	R	R
12	Checklist Procedures	R	R	R	R	R	R	R	R
13	Communication/IFF Procedures	R	R	R	R	R	R	R	R
14	Cockpit Systems Operations	R	R	R	R	R	R	R	R
15	Crew Coordination/Flight Integrity	R	R	R	R	R	R	R	R
16	Risk Management/Decision Making	R	R	R	R	R	R	R	R
17	Task Management	R	R	R	R	R	R	R	R
18	Situational Awareness (Critical)	R	R	R	R	R	R	R	R
19	Airmanship (Critical)	R	R	R	R	R	R	R	R
20	Safety (Critical)	R	R	R	R	R	R	R	R
21	Steep Turn								
22	Vertical S								
23	Unusual Attitudes	R							
24	Traffic Pattern Stalls		R						
25	Slow Flight								
26	Yaw Damper Demonstration								
27	Asymmetric Thrust Demonstration								
28	Flap Retraction Demonstration								
29	Traffic Entry								
30	Tactical Pattern/Landing								
31	Rectangular Pattern/Landing								
32	Straight-In Pattern/Landing								
33	30 Flap Pattern/Landing		R						
34	10 Flap Pattern/Landing								
35	Single Engine (SE) Pattern/Landing		R						
36	No Flap Pattern/Landing		R						
37	Touch-and-Go Procedures								
38	Go-Around								
39	SE Go-Around (Note 1)		R						

40	VFR Pattern Breakout and Re-entry								
41	Fix-to-Fix								
42	Holding								
43	High Altitude Approach								
44	Enroute Descent								
45	Precision Approach	R							
46	ILS Approach								
47	PAR Approach								
48	Non-precision Approach	R							
49	ASR Approach								
50	TACAN/VOR Approach								
51	Localizer Approach								
52	Localizer Back Course Approach								
53	GPS Approach								
54	RMI Only Approach								
55	SE Approach (Note 2)		R						
56	No Gyro Approach								
57	Low Altitude Approach								
58	Circling Approach								
59	Missed Approach	R							
60	SE Missed Approach (Note 1)		R						
61	Transition to Land/Landing	R							
62	Route Entry				R				
63	Altitude Control				R				
64	Time Control				R				
65	Course Control				R				
66	Wind Analysis				R				
67	Dead Reckoning (DR) Procedures				R				
68	Terrain Reading				R				
69	In-flight Data/Fuel Procedures				R				
70	Maintaining Course (VFR)								
71	VFR Arrival								
72	Position Change						R		
73	Breakout						R		
74	Lost Wingman						R		
75	Formation Takeoff (lead)								
76	Formation Departure (lead)								
77	Enroute Procedures/Planning (lead)								

78	Visual/Offset Formation (lead)								
79	Cell Formation (lead)								
80	Rejoin (lead)								
81	Offset Maneuvering (lead)								
82	Enroute Descent/Traffic Entry (lead)								
83	Formation Approach (lead)								
84	Formation Takeoff (wing)								
85	Formation Departure (wing)								
86	Visual/Offset Position (wing)				R		R		
87	Offset Maneuvering (wing)								
88	Cell Formation (wing)						R		
89	Turning Rejoin (wing)						R		
90	Straight-Ahead Rejoin (wing)						R		
91	Formation Approach (wing)								
92	Airdrop (lead)				R				
93	Airdrop (wing)				R				
94	Turn Range/Offset Computation					R			
95	A/R Procedures - Tanker					R			
96	A/R Procedures - Receiver					R			
97	Overrun								
98	Precontact					R			
99	Contact					R			
100	Breakaway								
101	Air Intercept Procedures								R
102	Air Intercept Role Reversal/Split Up								
103	Emergency Procedures	R	R	R	R	R	R	R	R
104	General Knowledge	R	R	R	R	R	R	R	R
105	Instruction (Note 3)	R	R	R	R	R	R	R	R
106	Debriefing	R	R	R	R	R	R	R	R

Notes:

1. Either an SE missed approach or SE go-around must be flown.
2. A SE approach must be flown and may be counted as a precision or nonprecision approach.
3. Grade instruction on initial instructor evaluations (INIT INSTR) and all periodic evaluations, according to AFI 11-202, Volume 2.

Legend:

- 1: Instrument Evaluation
- 2: Qualification Evaluation
- 3: Transition Mission Evaluation

4: Formation Airdrop Mission Evaluation
 5: Formation Air Refueling Mission Evaluation
 6: Basic Formation Mission Evaluation
 7: Navigation or Low Level Mission Evaluation
 8: Air Intercept Mission Evaluation
 R: Required Area

2.5. CSO Evaluations.

2.5.1. **CSO Right Seat (CRS) Qualification (QUAL).** The INIT QUAL evaluation will be conducted in the aircraft. (T-2). Conduct recurring periodic CRS QUAL evaluations in the aircraft or simulator with the examinee in the right seat. QUAL evaluations may also be administered by a certified evaluator pilot (EP) occupying the left seat and examinee occupying the right seat.

2.5.1.1. Requisites should be accomplished prior to the flight portion of the evaluation and, at minimum, will include a boldface examination, EPE, instrument examination, closed-book examination, and open book examination. (T-2).

2.5.1.2. During the evaluation, check TO 1T-1A-1, *Flight Manual USAF Series T-1A Aircraft*; TO 1T-1A-1-1, *Flight Manual Appendix 1 Performance Data*; TO 1T-1A-2CL-1, *Abbreviated Flight Crew Checklist*; TO 1T-1A-2CL-1-1 *Pilots Fanfold Checklist*, TO 1T-1A-1-2 *Supplemental Flight Manual USAF Series T-1A CSO Aircraft*, as applicable; and unit specific in-flight guides. (T-2).

2.5.2. **I-2 Air Operations Qualification (QUAL) / Mission (MSN).** The INIT QUAL/INSTR/MSN evaluation and recurring periodic I-2 Air Operations QUAL/MSN evaluations will be conducted in the aircraft. (T-2). Recurring periodic Air Operations QUAL/MSN evaluations will be conducted with the examinee in the I-2 position with an unqualified CSO (UCSO)UCSO, ICSO candidate, or FE occupying the S-2 position. (T-2).

2.5.2.1. Requisites should be accomplished prior to the flight portion of the evaluation and, at minimum, will include a boldface examination, EPE, instrument examination, closed-book examination, and open book examination. (T-2).

2.5.2.2. During the evaluation, check TO 1T-1A-1, TO 1T-1A-1-1, TO 1T-1A-1CL-1, or TO 1T-1A-1-2CL-1 (as appropriate); TO 1T-1A-1-2, TO 1T-1A-2CL-1-1 (fanfold), as applicable; and unit specific in-flight guides. (T-2). **2.5.3 MSN.** The INIT QUAL/INSTR/MSN for I-2, INIT INSTR/MSN for I-1, and recurring periodic I-1 MSN evaluations will be conducted in the aircraft. (T-2). Scenarios that represent unit taskings satisfy the requirements of this evaluation. Design profiles to evaluate the examinee's training, flight position, special qualifications, certifications, and basic airmanship. MSN evaluations will be administered by a certified evaluator CSO. (T-2). Administer these evaluations in the unit primary mission.

2.5.3.1. Typical T-1A mission areas include navigation/low-level, navigation/air operations, and air intercept. Navigation/low-level MSN evaluations may be conducted in unmodified T-1A aircraft. Use of CSO-modified T-1A aircraft is required when conducting Air Operations or Air Intercept MSN evaluations. (T-2).

2.5.3.1.1. ICSOs trained in I-1 navigation/air operations and certified in air intercept will accomplish either or both missions (at the discretion of the FE and unit guidance) during recurring, periodic MSN evaluations. (T-2).

2.5.3.2. Conduct INIT INSTR/MSN navigation/low-level evaluations with the examinee evaluated from the jump seat, the FE performing simulated student duties in the right seat, and instructor pilot in the left seat. (T-2).

2.5.3.3. For MSN evaluations conducted in CSO-modified aircraft, the FE will be qualified in the mission in which the examinee is being evaluated. (T-2).

2.5.3.4. Document flight positions evaluated on the AF Form 8. (T-1).

2.5.3.4.1. Document pilot evaluations in accordance with AFI 11-202 Volume 2. (T-1).

2.5.3.4.2. I-2 CSO Documentation. Document “T-1/I-2” in the ACFT/Crew Position block of the Form 8. Document “INIT/QUAL/INSTR/MSN”(for initial) or “QUAL/MSN” (for recurring) on the form 8. (T-2). Document this under the “mission/check” column of the flight phase on the form 8. (T-2). Document that this check ride occurred in the I-2 position in the mission description. (T-2).

2.5.3.4.3. CRS CSO Documentation. Document “T-1/CRS” in the ACFT/Crew Position block of the Form 8. Document “INIT QUAL” (for initial) or “QUAL” (for recurring) on the form 8. (T-2). Document this under the “mission/check” column of the flight phase on the form 8. (T-2). Document that this check ride occurred in the CRS position in the mission description. (T-2).

2.5.3.4.4. I-1 CSO Documentation. Document “T-1/I-1” in the ACFT/Crew Position block of the Form 8. Document “INIT/MSN” (for initial) or “MSN” (for recurring) on the form 8. (T-2). Document this under the “mission/check” column of the flight phase on the form 8. (T-2). Document that this check ride occurred in the I-1 position in the mission description. (T-2).

Table 2.2. CSO Evaluations.

A R E A	A Title	B	C	D	E
		Type of Evaluation			
		1	2	3	4
1	Publications	R	R	R	R
2	Mission Planning	R	R	R	R
3	Chart Preparation	R			
4	Briefing	R	R	R	R
5	Ground Operations	R	R	R	R
6	Takeoff (monitor)	R	R		R
7	Departure (monitor)	R	R	R	R
8	Course /Arc Maintenance	R	R		R
9	Enroute Procedures	R	R		R

10	In-Flight Planning	R	R		R
11	Clearing	R	R	R	R
12	Checklist Procedures	R	R	R	R
13	Communication/IFF Procedures	R	R	R	R
14	Cockpit Systems Operations	R	R		R
15	Equipment Operations	R	R	R	R
16	Crew Coordination	R	R	R	R
17	Risk Management/Decision Making	R	R	R	R
18	Task Management	R	R	R	R
19	Situational Awareness (Critical)	R	R	R	R
20	Airmanship (Critical)	R	R	R	R
21	Safety (Critical)	R	R	R	R
22	Touch-and-Go Procedures				
23	Fix to Fix (Note 1)				
24	Holding				
25	Enroute Descent	R	R		R
26	Monitor Published Approach Procedure			R	
27	Monitor Precision Approach (Note 2)	R			
28	Monitor ILS Approach				
29	Monitor Non-precision Approach (Note 2)	R			
30	Monitor TACAN or VOR Approach				
31	Monitor Localizer or Back Course Localizer approach				
32	Monitor GPS approach				
33	Monitor Missed Approach and Single Engine Missed Approach				
34	Route Entry	R			
35	Low Level Altitude Control	R		R	
36	Time Control	R		R	
37	Course Control	R		R	
38	Wind Analysis	R			
39	DR Procedures	R			
40	Terrain Reading	R			
41	In-Flight Data/Fuel Procedures	R	R		R
42	Emergency Procedures	R	R	R	R
43	General Knowledge	R	R	R	R
44	CSO Mission Equipment Operation			R	R
45	Position Accuracy			R	R
46	Signal Prioritization			R	R
47	Indirect threat Procedures			R	R
48	Direct Threat procedures			R	R

49	Weapons Employment			R	R
50	Air Intercept Procedures				R
51	Air Intercept Role Reversal/Split Up				R
52	Instruction (Note 3)	R	R	R	R
53	Debriefing	R	R	R	R
<p>Notes:</p> <ol style="list-style-type: none"> 1. Can be accomplished in an OFT for periodic QUAL evaluations. 2. Either a Precision or Non-precision approach must be monitored to published minimums. 3. Grade instruction on initial instructor evaluations and all periodic evaluations IAW AFI 11-202, Volume 2. <p>Legend:</p> <ol style="list-style-type: none"> 1: CRS Qualification Evaluation 2: I-1 Navigation/Low-level or Navigation/Air Operations Mission Evaluation 3: I-2 Air Operations Qualification Mission Evaluation 4: I-1 Air Intercept Mission Evaluation <p>R: Required Area</p>					

Chapter 3

EVALUATION CRITERIA

3.1. Evaluation Criteria:

3.1.1. FEs will use the grading criteria in **Tables 3.1** and **3.2** to determine individual area grades. (T-2). FEs must exercise judgment when area wording is subjective, and specific situations are not covered.

Table 3.1. Pilot Evaluation Criteria.

A R E A	Evaluation Area	A	B	C
		Grading Criteria		
		Q	Q-	U
1	Publications	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not affect safety or mission accomplishment.	Publications were outdated and/or contained deficiencies that would affect safety or mission accomplishment.
2	Mission Planning	Developed a sound plan to accomplish the mission. Checked all factors applicable to flight according to applicable directives. Was aware of alternatives available, if flight could not be completed as planned. Read and initialed for all items in the FCIF or read files. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF. Was not prepared at briefing time.
3	Chart Preparation	Prepared chart according to applicable directives.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.
4	Briefing			

	a. Organization	Was well organized and presented in a logical sequence. Concluded the briefing in time to allow for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.	Events were out of sequence and hard to follow with some redundancy.	Confusing presentation. Did not allow time for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.
	b. Presentation	Presented the briefing in a professional manner. Made effective use of training aids. Flight members clearly understood mission requirements.	Did not make effective use of training aids. Dwelled on non-essential mission items.	Did not use training aids. Was redundant throughout the briefing. Lost interest of flight members. Presentation created doubts or confusion.
	c. Mission Coverage	Established objectives for the mission. Presented all events and discussed techniques for accomplishing the mission.	Omitted some minor training events. Gave a limited discussion of techniques.	Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.
5	Ground Operations	Established and adhered to station, start engine, taxi, and takeoff times to ensure thorough preflight, check of personal equipment, crew briefing, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major items of the appropriate checklist. Made major deviations in procedure that would prevent safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff, which degraded the mission or made it non-effective.

6	Takeoff	Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques	Made minor flight manual procedural or technique deviations. Control was rough or erratic.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear too early. Failed to establish proper climb attitude. Over-controlled aircraft resulted in excessive deviations from intended flight path.
7	Departure	Performed departure as published or directed and complied with all restrictions.	Made minor deviations in airspeed and navigation during completion of departure.	Failed to comply with published or directed departure instructions.
8	Course/Arc Maintenance	Complied with basic control standards. Established a valid intercept. Maintained course ± 5 degrees. Established valid arc or radial intercept. Maintained arc ± 1 nm.	Maintained course ± 10 degrees. Maintained arc ± 3 nm.	Exceeded Q- criteria.
9	Enroute Procedures	Demonstrated satisfactory capability to navigate, using all available means. Used appropriate navigation procedures. Ensured NAVAIDs were properly tuned, identified, and monitored. Complied with clearance instructions. Was aware of position at all times. Remained within the confines of assigned airspace.	Made minor errors in procedures or use of navigation equipment. Made some deviations in tuning, identifying, and monitoring NAVAIDs. Was slow to comply with clearance instructions. Had some difficulty establishing exact position and course.	Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded Q- parameters.

10	In-flight Planning.	Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed joker or bingo calls. Remained within assigned airspace. Adjusted mission profile to comply with fuel and/or time limitations, weather, and airspace limits.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for fuel and/or time limitations, weather, and airspace limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel and/or time management prevented mission accomplishment. Did not adjust to weather and airspace.
11	Clearing	Continued through all phases of flight. Included all visual and audio sources. Took timely actions to reduce potential conflicts.	Was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate and actions were not taken to reduce possible conflicts.
12	Checklist Procedures	All checklists were completed in the prescribed order at a point in the mission as designated by the aircraft flight manual and appropriate directives.	Required checklist items were missed or completed in the wrong order, but did not significantly impact systems operations, crew coordination, and/or safe mission accomplishment.	Did not accomplish required checklists which could impact systems operations, crew coordination, and/or safe mission accomplishment

13	Communication/ IFF Procedures	Had complete knowledge of and compliance with correct communication and IFF procedures. Transmissions were concise, accurate, and used proper terminology. Complied with and acknowledged required instructions. Was thoroughly familiar with communications security requirements. Intracockpit and/or intraflight communication was clear, concise, and understood.	Occasional deviations from correct procedures required retransmissions or resetting of codes. Was slow to initiate or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence, or used nonstandard terminology. Intracockpit and/or intraflight communication was sometimes unclear or confusing, but did not significantly affect mission accomplishment or flight safety.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness or mission accomplishment. Unclear or confusing intracockpit and/or intraflight communication significantly affected mission accomplishment or flight safety.
14	Cockpit Systems Operations	Cockpit systems were used in accordance with flight manual and associated directives.	Minor deviations in cockpit systems use did not degrade safety of flight or exceed flight manual limitations.	Major deviations in cockpit systems use potentially degraded safety of flight and/or exceeded flight manual limitations.
15	Crew Coordination/ Flight Integrity	Effectively coordinated with other crewmembers throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.

16	Risk Management/ Decision Making.	Effectively identified contingencies and alternatives. Gathered and crosschecked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating decisions, which did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated decisions, which seriously degraded mission accomplishment or safety of flight.
17	Task Management	Correctly prioritized and managed tasks based on existing and new information, which ensured mission completion.	Made minor errors in prioritization or management of task, which did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks, which seriously degraded mission accomplishment or safety of flight.
18	Situational Awareness (Critical)	Accurately analyzed flight conditions. Planned and acted in a timely manner to ensure safe mission accomplishment.	Note: Because this area is critical, Q- is not applicable.	Improperly analyzed flight conditions and failed to plan or act in a timely manner, which seriously degraded mission accomplishment or safety of flight.
19	Airmanship (Critical)	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	Note: Because this area is critical, Q- is not applicable.	Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.

20	Safety (Critical)	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	Note: Because this area is critical, Q- is not applicable.	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
21	Steep Turns	Maintained ± 200 feet of planned altitude. Rollout was ± 10 degrees of planned heading. Maintained ± 10 KIAS of planned airspeed.	Maintained ± 300 feet of planned altitude. Rollout was ± 15 degrees of planned heading. Maintained ± 15 KIAS of planned airspeed.	Exceeded Q- criteria.
22	Vertical S	Maintained ± 10 KIAS of planned airspeed. Maintained ± 200 fpm of planned rate of climb or descent.	Maintained ± 15 KIAS of planned airspeed. Maintained ± 500 fpm of planned rate of climb or descent	Exceeded Q- criteria.
23	Unusual Attitudes	Made a smooth, positive recovery to level flight with correct recovery procedures.	Was slow to analyze attitude or erratic in recovery to level flight. Used correct recovery procedures.	Was unable to determine attitude. Used improper recovery procedures.
24	Traffic Pattern Stalls	Recovered to level flight expeditiously without stall or exceeding aircraft limitations, minimizing altitude loss. Used correct instrument flight references and procedures.	Was slow to analyze attitude or erratic in recovery to level flight. Was slow to recognize or use the proper power setting and configuration.	Failed to correctly analyze attitude or failed to recover, using correct recovery procedures.
25	Slow Flight	Airspeed was $+ 5/- 0$ KIAS of desired airspeed.	Airspeed was $+ 10/- 5$ KIAS of desired airspeed.	Maintained deviations in excess of Q- criteria.

26-28	Flight Characteristics, Demonstrations (Yaw Damper, Asymmetric Thrust, and Flap Retraction)	Performed maneuvers in accordance with AFMAN 11-247, <i>T-1A Flying Fundamentals</i> .	Made minor deviations from prescribed procedures, but maintained safe accomplishment and effectiveness of demonstration.	Made major deviations from prescribed procedures, which potentially detracted from safe mission accomplishment or effectiveness of demonstration.
29	Traffic Entry	Performed traffic entry as published and/or directed. Complied with all applicable directives.	Minor deviations in airspeed and navigation occurred during completion of traffic entry.	Failed to comply with published directives and/or air traffic control-directed traffic entry instructions.
30-34	Tactical Pattern/Landing, Rectangular Pattern/Landing, Straight-In Pattern/Landing, 30 Flap Pattern/Landing, and 10 Flap Pattern/Landing	Arrived $\pm 1/2$ nm from desired rollout point from final turn to final on proper glide path. Prior to threshold, maintained + 10/- 0 KIAS of tech order airspeed. Arrived + 10/- 0 at threshold. Touchdown was in the prescribed landing zone. Maintained runway centerline ± 10 feet.	Arrived ± 1 nm from desired rollout point from final turn to final on proper glide path. Prior to threshold, maintained + 20/- 0 KIAS of tech order airspeed. Arrived + 15/- 5 at threshold. Touchdown was outside prescribed landing zone, but did not affect safety of flight. Maintained runway centerline ± 30 feet.	Exceeded Q- criteria.
35-36	Single-Engine Pattern/Landing and No Flap Pattern/Landing	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed or angle of attack (AOA). Flew approach compatible with the situation. Adjusted approach for type of emergency simulated. Prior to threshold, maintained	Made minor procedural errors. Airspeed or AOA control was erratic. Errors did not detract from the safe handling of the situation. Prior to threshold, maintained + 20/- 0 KIAS of tech order airspeed. Arrived + 15/- 5 at threshold. Touchdown was	Did not comply with applicable procedures. Erratic airspeed or AOA control compounded problems associated with the emergency. Flew an approach that was incompatible with the simulated emergency. Did not adjust approach for simulated emergency.

		+ 10/- 0 KIAS of tech order airspeed. Arrived + 10/- 0 at threshold. Touchdown was in the prescribed landing zone. Maintained runway centerline \pm 10 feet.	outside prescribed landing zone, but did not affect safety of flight. Maintained runway centerline \pm 30 feet.	
37	Touch-and-Go Procedures	Touchdown was in prescribed landing zone. On the runway, reconfigured aircraft in a timely manner. Maintained runway centerline \pm 10 feet.	Touchdown was outside prescribed landing zone, but did not affect safety of flight. Reconfiguration was unnecessarily delayed, but did not affect safety of flight. Maintained runway centerline \pm 30 feet.	Touchdown was outside prescribed landing zone, which potentially affected safety of flight. Reconfiguration was delayed or used incorrect procedures. Exceeded Q- criteria.
38-39	Go-Around and Single Engine Go-Around	Initiated and performed a go-around promptly in accordance with flight manual and operational procedures and directives.	Was slow to initiate a go-around or procedural steps.	Did not initiate a go-around when appropriate or directed. Techniques unsafe or applied incorrect procedures.
40	VFR Breakout and Reentry	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed or AOA and altitude.	Made minor procedural errors. Airspeed or AOA and altitude control was erratic. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed or AOA and altitude control compromised safety.
41	Fix to Fix	Made small, infrequent heading changes; positioned aircraft \pm 3 miles of desired fix.	Made frequent or large heading changes; positioned aircraft \pm 4 miles of desired fix.	Exceeded Q- criteria.

42	Holding	Performed entry and holding according to published procedures and directives.	Made minor deviations from prescribed procedures, but safely accomplished the maneuver.	Holding was not according to published procedures and directives.
43	High Altitude Approach	Performed the approach as published or directed and according to AFMAN 11-217, Volume 1, <i>Instrument Flight Procedures</i> . Complied with restrictions. Made smooth and timely corrections.	Performed the penetration and approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Performed the penetration and approach with major deviations. Made erratic corrections.
44	Enroute Descent	Performed descent as directed and complied with restrictions.	Performed descent as directed with minor deviations.	Performed descent with major deviations.
45	Precision Approach	Performed procedures as published and according to applicable flight manual. Made smooth and timely corrections to azimuth and glide slope. Complied with decision height, and position would have permitted a safe landing. Airspeed was + 10/- 0 knots.	Performed procedures with minor deviations. Was slow to make corrections or initiate procedures. Position at decision height would have permitted a safe landing. Airspeed was + 20/- 5 knots.	Performed procedures with major deviations. Made erratic corrections. Exceeded Q- limits. Did not comply with decision height, or position at decision height would not have permitted a safe landing.
46	ILS Approach	Maintained ± 1 dot width of course centerline and glide slope.	Maintained ± 2 dots width of course centerline and glide slope within 1 dot low or 2 dots high.	Exceeded Q- criteria.

47	PAR Approach	Maintained heading \pm 5 degree of controller instructions. Made smooth and timely corrections to controller's instruction to glide path control.	Maintained heading \pm 10 degree of controller instructions. Slow response to controller's instructions caused poor glide path control, but never exceeded well above or below glide path.	Exceeded Q- criteria.
48	Non-precision Approach.	Adhered to published or directed procedures and restrictions. Used appropriate descent rate to arrive at minimum descent altitude (MDA) at or before visual descent point (VDP) and minimum descent altitude (MAP). Position would have permitted a safe landing. Airspeed was + 10/- 0 knots.	Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Airspeed was + 20/- 5 knots.	Did not comply with published or directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA. Could not have landed safely from the approach.
49	ASR Approach	Maintained \pm 5 degrees of assigned heading.	Maintained \pm 10 degrees of assigned heading.	Exceeded Q- criteria.
50	TACAN/VOR Approach	Maintained \pm 1 dot width of course centerline.	Maintained \pm 2 dot width of course centerline.	Exceeded Q- criteria.
51-52	Localizer Approach and Back Course Localizer Approach	Maintained \pm 1 dot width of course centerline.	Maintained \pm 2 dot width of course centerline.	Exceeded Q- criteria.
53	GPS Approach	Maintained \pm 1 dot width of course centerline.	Maintained \pm 2 dot width of course centerline.	Exceeded Q- criteria.
54	RMI Only Approach (NDB, VOR)	Maintained \pm 5 degrees of course centerline.	Maintained \pm 10 degrees of course centerline.	Exceeded Q- criteria.

55	Single Engine Approach	Used sound judgment. Configured at the appropriate position or altitude. Flew final based on recommended procedures, airspeed or AOA, and glide path. Had smooth, positive control of aircraft. Touchdown point was according to applicable guidance and permitted safe stopping in available runway. Airspeed was + 10/- 0 knots.	Safety was not compromised. Configured at a position and altitude that allowed for a safe approach. Could have landed safely in available runway. Had minor deviations from recommended procedures, airspeed or AOA, and altitudes. Minor errors in planning or judgment caused unnecessary maneuvering. Airspeed was + 20/- 5 knots.	Judgment was unsafe. Made major deviations from recommended procedures, airspeed or AOA, and altitudes. Required excessive maneuvering. Could not have landed safely. Touchdown point was not according to applicable guidance and would not allow for safe stopping on available runway.
56	No Gyro Approach	Made smooth and timely corrections to azimuth and/or glide slope.	Was slow to make corrections to azimuth and/or glide slope.	Major deviations from controller's instructions resulted in approach being terminated by controller or would not allow for safe landing.
57	Low Altitude Approach	Performed the low altitude approach as published or directed and according to AFMAN 11-217, Volume 1. Complied with restrictions. Made smooth and timely corrections.	Performed low altitude approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Performed low altitude approach with major deviations. Made erratic corrections.

58	Circling Approach	Performed circling approach according to procedures and techniques outlined in applicable flight manual and directives. Aircraft control was positive and smooth. Had proper runway alignment.	Performed circling approach with minor deviations to procedures and techniques outlined in applicable flight manual. Aircraft control was not smooth, but was safe. Runway alignment varied, but a go-around was not required.	Circling approach was not performed according to procedures and techniques outlined in applicable flight manual. Aircraft control was erratic. Large deviations in runway alignment required a go-around.
59-60	Missed Approach and Single Engine Missed Approach	Executed missed approach as published or directed. Completed all procedures according to applicable flight manual and directives.	Executed missed approach with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach with major deviations or did not comply with applicable directives.
61	Transition to Land/Landing	Smoothly transitioned to the landing phase. Transition was timely and appropriate, based on the altitude and distance at which the runway environment was visually acquired. Prior to threshold, maintained + 10/- 0 KIAS of tech order airspeed. Arrived + 10/- 0 at threshold. Touchdown was in the prescribed landing zone. Maintained runway centerline \pm 10 feet.	Made a slow transition to the landing phase. Excessive power and/or pitch inputs resulted in a long or short landing. Prior to threshold, maintained + 20/- 0 KIAS of tech order airspeed. Arrived + 15/- 5 at threshold. Touchdown was outside prescribed landing zone, but did not affect safety of flight. Maintained runway centerline \pm 30 feet.	Made a late transition to the landing phase. Excessive power and/or pitch inputs resulted in an excessively long or short landing. Unable to land out of the approach.
62	Route Entry	Arrived at entry point within 1 nm radius.	Entered the route within a 3 nm radius of the entry point, or within the route corridor, whichever was less.	Exceeded Q- criteria.

63	Altitude Control	Maintained 500 to 1,000 feet AGL unless obstacles or safety dictated.	Maintained 500 to 1,500 feet AGL unless obstacles or safety dictated.	Exceeded Q- criteria.
64	Time Control	Arrived over checkpoint, initial point, or drop zone within 1 minute of planned time.	Arrived over checkpoint, initial point, or drop zone within 2 minutes of planned time.	Exceeded Q- criteria.
65-68	Course Control, Wind Analysis, DR Procedures, and Terrain Reading	Maintained course \pm 2 nm of planned course or route width, whichever was less.	Maintained course within route corridor.	Exceeded Q- criteria.
69	In-Flight Data/Fuel Procedures	Made timely and accurate updates based on flight conditions.	Was slow to compute necessary in-flight updates.	In-flight fuel checks were omitted where necessary for the safe conduct of the mission.
70	Maintaining Course (VFR)	Maintained \pm 5 miles.	Maintained \pm 10 miles.	Exceeded Q- criteria.
71	VFR Arrival	Performed VFR arrival according to procedures and techniques outlined in the flight manual, operational procedures, and local directives.	Performed VFR arrival with minor deviations to procedures and techniques outlined in the flight manual, operational procedures, and local directives.	VFR arrival was not performed according to procedures and techniques outlined in the flight manual, operational procedures, and local directives.
72	Position Change	Lead was decisive and clearly directed the lead change with wingman in an appropriate position according to applicable flight manuals.	Lead was slow to position the aircraft to perform the lead change.	Excessive time was taken to accomplish the lead change. Procedure was not conducted according to directives.
73-74	Breakout and Lost Wingman	Performed maneuvers in accordance with AFMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.

75	Formation Takeoff (Lead)	Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques.	Made minor flight manual procedural or technique deviations. Control was rough or erratic.	Takeoff was potentially dangerous. Attempted to exceed aircraft or systems limitations. Raised gear too early. Failed to establish proper climb attitude. Over-controlled aircraft, which resulted in excessive deviations from intended flight path.
76	Formation Departure (Lead)	Was smooth on controls. Gave excellent wingman consideration.	Was occasionally rough on controls. Was not unsafe, but lack of wingman consideration made it difficult for the wingman to maintain position.	Was rough on controls. Did not consider the wingman.
77	Enroute Procedures/ Planning (Lead)	Maneuvered aircraft with a basic understanding of situational awareness and energy level.	Had limited flight management. In-flight decisions delayed mission accomplishment or degraded training benefit. Was occasionally rough on controls. Was not unsafe, but resulted in difficulty for wingman to maintain position. Did not always plan ahead and or hesitated in making decisions. Some minor deviations occurred.	Exceeded Q- criteria.
78-80	Visual/Offset Formation (Lead), Cell Formation (Lead), and Rejoins (Lead)	Performed maneuvers in accordance with AFMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.

81	Offset Maneuvering (Lead)	Performed maneuvers in accordance with AFMAN 11-247. Monitored wingman's position.	Had limited flight management. In-flight decisions delayed mission accomplishment or degraded training. Occasionally rough on controls. Not unsafe, but resulted in difficulty for wingman to maintain position. Did not always plan ahead and or hesitated in making decisions. Some minor deviations occurred.	Exceeded Q- criteria.
82	Enroute Descent/Traffic Entry (Lead)	Performed descent and traffic entry as published or directed and complied with all restrictions or directives.	Minor deviations in airspeed and navigation occurred during descent and traffic entry.	Failed to comply with published or directed descent and traffic entry instructions or directives.
83	Formation Approach (Lead)	Was smooth on controls and considered wingman. Complied with formation approach procedures. Flew approach as published or directed.	Was occasionally rough on controls. Was not unsafe, but made it difficult for wingman to maintain position. Had some procedural deviations. Was slow to comply with published procedures.	Did not monitor wingman's position or configuration. Was rough on controls. Made no consideration for wingman. Placed wingman in an unsafe situation. Made major deviations in procedures. Did not fly approach as published or directed. Could not have landed from approach.
84-85	Formation Takeoff and Departure (Wing)	Performed maneuvers in accordance with AFMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.

86	Visual/Offset Position (Wing)	Performed maneuvers in accordance with AFMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
87	Offset Maneuvering (Wing)	Recognized changes in aspect, angle off, closure, and range from lead aircraft. Recognized the need for position corrections and maneuvered appropriately to maintain or regain position within prescribed parameters. Maintained or regained sight of lead aircraft.	Varied position considerably. Over-controlled. Had some procedural deviations.	Exceeded Q- criteria.
88-90	Cell Formation (Wing), Turning Rejoin (Wing), and Straight-Ahead Rejoin (Wing)	Performed maneuvers in accordance with AFMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
91	Formation Approach (Wing)	Maintained position with only momentary deviations. Made smooth and immediate corrections. Maintained safe separation and complied with procedures and lead's instructions.	Varied position considerably. Over-controlled.	Made abrupt position corrections. Did not maintain safe separation. Made unsafe wing position and/or procedural deviations.
92	Airdrop (Lead)	Maintained + 100/- 0 feet of briefed airdrop altitude. Maintained + 10/- 0 KIAS of briefed drop airspeed.	Maintained + 200/- 0 feet of briefed airdrop altitude. Maintained + 15/- 5 KIAS of briefed drop airspeed.	Exceeded Q- criteria.

93	Airdrop (Wing)	Maintained + 100/- 0 feet of briefed airdrop altitude. Maintained + 10/- 0 KIAS of briefed drop airspeed.	Maintained + 200/- 0 feet of briefed airdrop altitude. Maintained + 15/- 5 KIAS of briefed drop airspeed.	Exceeded Q- criteria.
94-97	Turn Range/Offset Computation, A/R Procedures - Tanker, A/R Procedures - Receiver, and Overrun	Performed maneuvers in accordance with AFMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
98	Precontact	Precontact position fore/aft was ± 15 feet, vertical was ± 10 feet, and lateral was ± 15 degrees.	Precontact position fore/ aft was ± 25 feet, vertical was ± 10 feet, and lateral was ± 15 degrees.	Exceeded Q- criteria.
99	Contact	Contact position fore/aft was +/-6 feet, vertical was +/-5 feet, and lateral was +/-10 degrees	Contact position fore/aft was +/-10 feet, vertical was +/-10 feet, and lateral was +/-15 degrees	Exceeded Q- criteria.
100	Breakaway:	Performed maneuvers in accordance with AFMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
101	Air Intercept Procedures	Performed maneuvers in accordance with published technical orders; and Air Force and MAJCOM directives. Recognized changes in aspect, angle off, closure, and range from other aircraft. Ensured safe separation of aircraft at all times. Smoothly applied copilot/CSO instructions to	Minor errors occurred which detracted from maneuver accomplishment. Was occasionally rough or over controlled the aircraft. Had some procedural deviations which did not detract from safe flight operations.	Major deviations occurred; was unable to perform maneuver, or compromised safety in an attempt to complete maneuver.

		maneuver the aircraft. Maintained a stable platform.		
102	Air Intercept Role Reversal/Split Up	Designated mission commander/aircraft was decisive and clearly directed the altitude swap with adequate lateral separation. Safely performed the maneuver with positional awareness of the other aircraft. Complied with Air Force and MAJCOM directives.	Minor errors or miscommunication occurred which detracted from maneuver, but did not compromise safety.	Excessive time was taken to accomplish the maneuver. Procedure was not conducted according to directives or safety was compromised.
103	Emergency Procedures	Displayed correct, immediate response to boldface or CAP and non-boldface emergency situations. Effectively used checklist.	Response to boldface or CAP emergencies was correct. Response to certain areas of non-boldface emergencies or follow-on steps to boldface procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made an incorrect response for boldface or CAP emergency. Was unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or contents.
104	General Knowledge:			
	a. Aircraft General	Demonstrated thorough knowledge of aircraft systems, limitations, and performance characteristics.	Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely. Demonstrated	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.

		deficiencies either in depth of knowledge or comprehension.	
	b. Flight Rules/ Procedures	Had a thorough knowledge of flight rules and procedures.	Had deficiencies in depth of knowledge. Had inadequate knowledge of flight rules and procedures.
105	Instruction:		
	a. Briefing/ Debriefing	Presented a comprehensive, instructional briefing or debriefing that encompassed all mission events. Made excellent use of training aids. Gave an excellent analysis of all events or maneuvers. Clearly defined objectives.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers. Objectives were ambiguous or unrealistic.
	b. Demonstration of Maneuvers	Performed required maneuvers within prescribed parameters. Provided concise and meaningful in-flight commentary. Demonstrated excellent instructor proficiency.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was below the caliber of that expected of instructors. Failed to define mission objectives. Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.

	c. Instructor Knowledge	Demonstrated in-depth knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Had deficiencies in depth of knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Was unfamiliar with procedures, mission requirements, aircraft systems, and/or performance characteristics. A lack of knowledge in certain areas seriously detracted from instructor effectiveness.
	d. Ability to Instruct	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, and/or systems use. Did not remain aware of aircraft or mission situation at all times.
	e. Grading Practices	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms, IMTs, or records. Comments were invalid, unclear, or did not accurately document performance.
106	Debriefing	Was well organized and presented in a logical sequence. Adequately discussed accomplishment of mission objectives.	Omitted some minor training events. Was hard to follow and had some redundancy.	Made a confusing presentation. Failed to adequately debrief major aspects of the mission.

Table 3.2. CSO Evaluation Criteria.

A R	Evaluation Area	A	B	C
		Grading Criteria		

E A		Q	Q-	U
1	Publications	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not affect safety or mission accomplishment.	Publications were outdated and/or contained deficiencies that would affect safety or mission accomplishment.
2	Mission Planning	Developed a sound plan to accomplish the mission. Checked all factors applicable to flight according to applicable directives. Was aware of alternatives available, if flight could not be completed as planned. Read and initialed for all items in the FCIF or read files. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF. Was not prepared at briefing time.
3	Chart Preparation	Prepared chart according to applicable directives.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.
4	Briefing: a. Organization	Was well organized and presented in a logical sequence. Concluded the briefing in time to allow for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.	Events were out of sequence and hard to follow with some redundancy.	Confusing presentation. Did not allow time for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.

	b. Presentation	Presented the briefing in a professional manner. Made effective use of training aids. Flight members clearly understood mission requirements.	Did not make effective use of training aids. Dwelled on nonessential mission items.	Did not use training aids. Was redundant throughout the briefing. Lost interest of flight members. Presentation created doubts or confusion.
	c. Mission Coverage	Established objectives for the mission. Presented all events and discussed techniques for accomplishing the mission.	Omitted some minor training events. Gave a limited discussion of techniques.	Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.
5	Ground Operations	Established and adhered to station, start engine, taxi, and takeoff times to ensure thorough preflight, check of personal equipment, crew briefing, etc. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major items of the appropriate checklist. Made major deviations in procedure that would prevent safe mission accomplishment. Crew errors directly contributed to a late takeoff, which degraded the mission or made it non-effective.
6	Takeoff	Monitored aircraft control and informed pilot of any deviations throughout takeoff. Ensured takeoff was performed in accordance with flight manual procedures and techniques	Slow to notify pilot of minor procedural deviations that did not detract from mission effectiveness	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear or flaps too early. Failed to ensure pilot established proper climb and attitude and lateral navigation requirements.

7	Departure	Monitored departure as published or directed and informed pilot of any deviations or discrepancies.	Slow to notify pilot of minor deviations in intended airspeed and navigation during departure .	Failed to notify pilot of major deviations from published or directed departure instructions.
8	Course/Arc Maintenance	Directed compliance with basic control standards. Directed establishment of a valid intercept. Directed maintenance of course ± 5 degrees. Directed establishment of valid arc or radial intercept. Directed maintenance of arc ± 2 nm.	Directed maintenance of course ± 10 degrees. Directed establishment of valid arc or radial intercept. Directed maintenance of arc ± 3 nm.	Exceeded Q- criteria.
9	Enroute Procedures	Demonstrated satisfactory capability to navigate, using all available means. Used appropriate navigation procedures. Ensured NAVAIDs were properly tuned, identified, and monitored. Complied with clearance instructions. Was aware of position at all times. Remained within the confines of assigned airspace.	Made minor errors in procedures or use of navigation equipment. Made some deviations in tuning, identifying, and monitoring NAVAIDs. Was slow to comply with clearance instructions. Had some difficulty establishing exact position and course.	Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded Q- parameters.

10	In-Flight Planning	Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed joker or bingo calls. Remained within assigned airspace. Adjusted mission profile to comply with fuel and/or time limitations, weather, and airspace limits.	Made errors in fuel management procedures that did not prevent safe mission accomplishment. Was slow to adjust mission profile for fuel and/or time limitations, weather, and airspace limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel and/or time management prevented mission accomplishment. Did not adjust to weather and airspace. Action or inaction resulted or would have resulted in departure from assigned airspace.
11	Clearing	Continued through all phases of flight. Included all visual and audio sources. Took timely actions to reduce potential conflicts.	Was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate and actions were not taken to reduce possible conflicts.
12	Checklist Procedures	All checklists were completed in the prescribed order at a point in the mission as designated by the aircraft flight manual and appropriate directives.	Required checklist items were missed or completed in the wrong order, but did not significantly impact systems operations, crew coordination, and/or safe mission accomplishment.	Did not accomplish required checklists which could impact systems operations, crew coordination, and/or safe mission accomplishment

13	Communication /IFF Procedures	Had complete knowledge of and compliance with correct communication and IFF procedures. Transmissions were concise, accurate, and used proper terminology. Complied with and acknowledged required instructions. Was thoroughly familiar with communications security requirements. Intracockpit and/or inflight communication was clear, concise, and understood.	Occasional deviations from correct procedures required retransmissions or resetting of codes. Was slow to initiate or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence, or used nonstandard terminology. Intracockpit and/or inflight communication was sometimes unclear or confusing, but did not significantly affect mission accomplishment or flight safety.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness or mission accomplishment. Unclear or confusing intracockpit and/or inflight communication significantly affected mission accomplishment or flight safety.
14	Cockpit Systems Operations.	Cockpit systems were used in accordance with flight manual and associated directives.	Minor deviations in cockpit systems use did not degrade safety of flight or exceed flight manual limitations.	Major deviations in cockpit systems use potentially degraded safety of flight and/or exceeded flight manual limitations.

15	Equipment Operations	Had a thorough knowledge of all equipment operations. Used systems knowledge to correctly operate aircraft equipment in normal or abnormal operations.	A limited knowledge of equipment led to incorrect or incomplete operation of aircraft equipment in normal or abnormal operations but did not detract from safety of flight.	A lack of knowledge of equipment detracted from mission and resulted in potential unsafe flight conditions.
16	Crew Coordination	Effectively coordinated with other crewmembers throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
17	Risk Management/ Decision Making	Effectively identified 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 decisions, which did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated decisions, which seriously degraded mission accomplishment or safety of flight.
18	Task Management	Correctly prioritized and managed tasks based on existing and new information, which ensured mission completion.	Made minor errors in prioritization or management of task, which did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks, which seriously degraded mission accomplishment or safety of flight.
19	Situational Awareness (Critical)	Accurately analyzed flight conditions. Planned and acted in a timely manner to ensure safe mission accomplishment.	Note: Because this area is critical, Q- is not applicable.	Improperly analyzed flight conditions and failed to plan or act in a timely manner, which seriously degraded mission accomplishment or safety of flight.

20	Airmanship (Critical)	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	Note: Because this area is critical, Q- is not applicable.	Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.
21	Safety (Critical)	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	Note: Because this area is critical, Q- is not applicable.	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
22	Touch-and-Go Procedures	Reconfigured aircraft in a timely manner, in accordance with flight manual	Reconfiguration was unnecessarily delayed and in accordance with flight manual, but did not impact safety of flight.	Reconfiguration was excessively delayed or used incorrect procedures. Exceeded Q- criteria.
23	Fix to Fix	Directed small, infrequent heading changes; positioned aircraft \pm 3 miles of desired fix.	Directed frequent or large heading changes; positioned aircraft \pm 4 miles of desired fix.	Exceeded Q- criteria
24	Holding	Directed entry and holding according to published procedures and directives.	Made minor deviations from prescribed procedures, but safely accomplished the maneuver.	Holding was not according to published procedures and directives.
25	Enroute Descent	Performed or directed descent as directed and complied with restrictions. Accurately	Performed or directed descent as directed with minor deviations.	Performed or directed descent with major deviations.

		calculated descent point and descent rate required to meet ATC instructions utilizing technical order scheduled descent airspeeds.		
26	Direct/Monitor Published Approach Procedure	Direct/monitor the approach as published from an IAF according to AFMAN 11-217, Volume 1, <i>Instrument Flight Procedures</i> . Complied with restrictions. Made smooth and timely corrections.	Direct or monitor the approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Direct/monitor the approach with major deviations. Made erratic corrections.
27	Direct/Monitor Precision Approach	Directed procedures as published and according to applicable flight manual. Directed smooth and timely corrections to azimuth and glide slope. Complied with decision height, and directed position would have permitted a safe landing. Airspeed was + 20/- 0 knots.	Directed procedures with minor deviations. Was slow to make corrections or initiate procedures. Position at decision height would have permitted a safe landing. Airspeed was + 25/- 5 knots.	Directed procedures with major deviations. Made erratic corrections. Exceeded Q- limits. Did not comply with decision height, or position at decision height would not have permitted a safe landing.
28	Direct/Monitor ILS Approach	Directed pilot to maintain ± 1 dot width of course centerline.	Direct ± 2 dots width of course centerline and glide slope within 1 dot low or 2 dots high.	Exceeded Q- criteria.
29	Direct/Monitor Nonprecision Approach	Adhered to published or directed procedures and restrictions. Used appropriate descent rate to arrive at 100ft above MDA at or	Directed approach with minor deviations. Arrived 100ft above MDA at or before the MAP, but past the VDP. Position would have	Did not comply with published or directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the

		before VDP and MAP. Position would have permitted a safe landing. Airspeed was +20/-0 knots.	permitted a safe landing. Airspeed was +25/-5 knots.	MDA. Could not have landed safely from the approach.
30	Direct/Monitor TACAN or VOR Approach	Directed pilot to maintain ± 1 dot width of course centerline.	Directed ± 2 dot width of course centerline.	Exceeded Q- criteria.
31	Direct/Monitor Localizer Approach or Back Course Localizer Approach.	Directed pilot to maintain ± 1 dot width of course centerline.	Directed ± 2 dot width of course centerline.	Exceeded Q- criteria.
32	Direct/Monitor Autopilot Coupled GPS Approach	Directed pilot to maintain ± 1 dot width of course centerline.	Directed ± 2 dot width of course centerline.	Exceeded Q- criteria.
33	Missed Approach and Single Engine Missed Approach	Recognized parameters requiring missed approach and directed initiation of missed approach point or appropriate time due to pilot deviation or ATC instructions. Directed pilot through missed approach to the termination fix or as directed by ATC. Completed all procedures according to applicable flight manual and directives.	Was slow to recognize proper missed approach point. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach with major deviations or did not comply with applicable directives.
34	Route Entry	Directed pilot to arrive at entry point within 1 nm radius.	Directed pilot to arrive at entry point within 3 nm radius of the entry point, or	Exceeded Q- criteria.

			within the route corridor, whichever was less.	
35	Low Level Altitude Control	Monitored altitude control and notified pilot of deviations greater than +500/-0 feet AGL of briefed altitude unless obstacles or safety dictated. Calculated accurate obstacle clearance altitudes and effectively directed climbs and descents for avoidance.	Monitored altitude control and notified pilot of deviations greater than +1000/-0 feet AGL of briefed altitude unless obstacles or safety dictated. Slow to recognize obstacle clearance requirements. Slow to direct climbs and descents for obstacle avoidance.	Exceeded Q- criteria.
36	Time Control	Directed pilot to arrive over checkpoint, initial point, or drop zone within 1 minute of planned time.	Directed pilot to arrive over checkpoint, initial point, or drop zone within 2 minutes of planned time.	Exceeded Q- criteria.
37-40	Course Control, Wind Analysis, DR Procedures, and Terrain Reading	Directed pilot to maintain course ± 2 nm of planned course or route width, whichever was less; or precise run-in parameters for weapons release or airdrop.	Directed pilot to maintain course within route corridor; or just within limits of run-in parameters for weapons release or airdrop.	Exceeded Q- criteria.
41	In-Flight Data/Fuel Procedures	Made timely and accurate updates based on flight conditions.	Was slow to compute necessary in-flight updates.	In-flight fuel checks were omitted where necessary for the safe conduct of the mission.
42	Emergency Procedures	Displayed correct immediate response to boldface or CAP and nonboldface emergency situations. Effectively used checklist.	Response to boldface or CAP emergencies was correct. Response to certain areas of nonboldface emergencies or follow-on steps to boldface procedures	Made an incorrect response for boldface or CAP emergency. Was unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable

			was slow or confused. Used the checklist, but was slow to locate required data.	familiarity with its arrangement or contents.
43	General Knowledge:			
	a. Aircraft General	Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely	Demonstrated deficiencies either in depth of knowledge or comprehension	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
	b. Flight Rules/ Procedures	Knowledge of flight rules and procedures was sufficient for mission accomplishment.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules and procedures.
44	CSO Mission Equipment Operation	Had a thorough knowledge of operation of instructor/CSO workstations, copilot display and hand control units, to include simulated mission displays. Equipment and simulated displays were used in accordance with technical orders, user manuals and applicable directives.	Had a limited knowledge of equipment or simulated systems led to minor deviations but did not detract from overall mission accomplishment or effectiveness.	A lack of knowledge of equipment detracted from mission accomplishment or effectiveness.
45	Position Accuracy	Effectively determined current position.	Slow to determine current position +/- 2NM.	Exceeded Q- criteria.

46	Signal Prioritization	Prioritized/Jammed high priority emitters.	Slow to prioritize high priority emitters, but did not compromise successful mission accomplishment.	Failed to prioritize high priority emitters. More than two high priority emitters were left uncovered.
47-49	Indirect/Direct Threat Procedures, Weapons Employment	Effectively employed weapons and utilized equipment to defeat or avoid threats. Correctly analyzed parameters for valid weapons or electronic countermeasures employment. Identified threats in a timely manner.	Slow to recognize threats and direct or employ appropriate weapons or countermeasures. Misanalysis of weapons effective zones and threat identification detracted from, but did not compromise successful mission accomplishment.	Failed to recognize immediate threats. Employed weapons or countermeasures incorrectly. Failed to employ weapons or countermeasures. Incorrectly identified threat. Failed to avoid a threat.
50	Air Intercept Procedures	Directed maneuvers in accordance with published technical orders; and Air Force and MAJCOM directives. Recognized changes in aspect, angle off, closure, and range from other aircraft. Ensured safe separation of aircraft at all times. Timely and accurately directed pilot to maneuver the aircraft. Maintained a stable platform.	Minor errors occurred which detracted from maneuver accomplishment. Directed maneuvers were occasionally rough or over controlled the aircraft. Had some procedural deviations which did not detract from safe flight operations.	Major deviations occurred; was unable to direct maneuver, or compromised safety in an attempt to complete maneuver.
51	Air Intercept Role Reversal/Split-Up	Designated mission commander/aircraft was decisive and clearly directed the altitude swap with adequate lateral separation. Safely	Minor errors or miscommunication occurred which detracted from maneuver, but did not compromise safety.	Excessive time was taken to accomplish the maneuver. Procedure was not conducted according to directives or safety was compromised.

		performed the maneuver with positional awareness of the other aircraft. Complied with Air Force and MAJCOM directives.		
52	Instruction:			
	a. Briefing/Debriefing	Presented a comprehensive, instructional briefing or debriefing that encompassed all mission events. Made excellent use of training aids. Gave an excellent analysis of all events or maneuvers. Clearly defined objectives	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers. Objectives were ambiguous or unrealistic.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was below the caliber of that expected of instructors. Failed to define mission objectives.
	b. Demonstration of Maneuvers	Performed required maneuvers within prescribed parameters. Provided concise and meaningful in-flight commentary. Demonstrated excellent instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.
	c. Instructor Knowledge	Demonstrated in-depth knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Had deficiencies in depth of knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Was unfamiliar with procedures, mission requirements, aircraft systems, and/or performance characteristics. A lack of knowledge in certain areas seriously detracted from instructor

				effectiveness.
	d. Ability to Instruct	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, and/or systems use. Did not remain aware of aircraft or mission situation at all times.
	e. Grading Practices	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms, IMTs, or records. Comments were invalid, unclear, or did not accurately document performance.
53	Debriefing	Was well organized and presented in a logical sequence. Adequately discussed accomplishment of mission objectives. Effectively utilized debriefing station.	Omitted some minor training events. Was hard to follow and had some redundancy.	Made a confusing presentation. Failed to adequately debrief major aspects of the mission.

TOD D. WOLTERS, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

- AFI 10-220_IP, *Contractor's Flight and Ground Operations*, 1 March 2007
- AFI 11-200, *Aircrew Training, Standardization/Evaluations, and General Operations Structure*, 19 January 2012
- AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010
- AFI 11-215, *USAF Flight Manuals Program FMP*, 22 December 2008
- AFMAN 11-217, Volume 1, *Instrument Flight Procedures*, 22 October 2010
- AFMAN 11-217, Volume 2, *Visual Flight Procedures*, 22 October 2010
- AFMAN 11-217, Volume 3, *Supplemental Flight Information*, 23 February 2009
- AFMAN 11-247, *T-1A Flying Fundamentals*, 4 June 2004
- AFMAN 33-363, *Management of Records*, 1 March 2008
- TO 1T-1A-1, *Flight Manual, T-1A Series Aircraft*, 31 March 2009
- TO 1T-1A-1-1, *Flight Manual Appendix 1 Performance Data*, 15 October 1998
- TO 1T-1A-1CL-1, *Abbreviated Flight Crew Checklist*, 31 March 2009
- TO 1T-1A-1-2, *Supplemental Flight Manual, USAF Series T-1A CSO Aircraft*, 31 August 2010
- TO 1T-1A-1-2CL-1, *Abbreviated Flight Crew Checklist, T-1A CSO Conversion Aircraft*, 31 August 2010

Adopted Forms

- AF Form 8, *Certificate of Aircrew Qualification*
- AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

- ARMS**—Aviation Resource Management System
- AGL**—above ground level
- AOA**—angle of attack
- A/R**—air refueling
- ASR**—approach surveillance radar
- ATD**—aircrew training device
- CAP**—critical action procedure
- CRM**—cockpit/crew resource management
- CRO**—criterion-referenced objectives

CRS—CSO Right Seat

CSO—combat systems officer

DR—dead reckoning

EPE—emergency procedure evaluation

FCIF—flight crew information file

FE—flight examiner

fpm—feet per minute

GPS—global positioning system

IFF—identification, friend or foe

IFR—instrument flight rules

ILS—instrument landing system

IRC—instrument refresher course

I-1—the jump seat position in which the ICSO instructor sits

I-2—the seat position in which the ICSO sits behind the jump seat

S-2—the seat position in which the UCSO sits in the back of the T-1

KIAS—knots indicated airspeed

MAP—missed approach point

MDA—minimum descent altitude

NAVAID—navigational aid

NDB—nondirectional beacon

nm—nautical mile

OFT—operational flight trainer

PAR—precision approach radar

TACAN—tactical air navigation

USC—United States Code

VDP—visual descent point

VFR—visual flight rules

VOR—very high frequency omni-directional range station