

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2T-6,
VOLUME 2**



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Flying Operations

T-6A AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 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 all aircrews performing duties in the T-6A aircraft. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver authority. File a copy of all approved waivers with this instruction. This AFI applies to all active duty and Air Force Reserve Command pilots and all Air National Guard associate instructor pilots flying the T-6A. Forward proposed major command (MAJCOM)-level supplements to this volume through AETC/A3V to AF/A3OI for approval prior to publication according to AFI 11-200. After approval and publication, send copies of MAJCOM-level supplements to AETC/A3V. Field units below MAJCOM level will forward copies of their supplements to AETC/A3V for coordination prior to publication. See [paragraph 1.2](#) for guidance on submitting comments and suggesting improvements to this AFI. This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974. The authorities to collect and or maintain the records prescribed in this publication are Title 37 United States Code, Section 301a, and Executive Order 9397 as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO A, Aviation Resource Management System (ARMS), 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 the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS).

SUMMARY OF CHANGES

This revision implements Tier waiver authorities IAW AFI 33-360, *Publications and Forms Management*. CRM skills evaluation guidance updated (2.1.2); FCP/RCP evaluation guidance updated (2.6.2)

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Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. All evaluations will be conducted in accordance with the provisions of AFI 11-202, Volume 2, and this instruction. (T-2).

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-2). (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.

1.2.3. Except as specified elsewhere in this instruction, and IAW AFI 11-202, Volume 2, AETC/A2/3/10 is the waiver authority for aircrew requirements in this instruction. Waiver requests will be submitted in message or memorandum format through the stan/eval chain of command.

1.3. Procedures:

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

1.3.2. Unless otherwise specified, the examinee will fly in the seat that best enables the FE to conduct a thorough evaluation.

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. The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data, mission materials, and maps (as required). (T-2)

1.3.4. Areas required by AFI 11-202, Volume 2, are indicated in **Chapter 2** of this AFI. When it is impossible to evaluate a required area in flight, it will be evaluated by an alternate method (ex: simulator, cockpit procedure trainer [CPT] or oral evaluation) to complete the evaluation. The alternate method of evaluation will be documented in the examiner's remarks in the Comments block of the AF Form 8, *Certificate of Aircrew Qualification*. (T-2).

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

1.4.3. FEs will use the grading criteria in **Tables 1.1** and **1.2** to determine individual area grades. (T-2). FE judgment must be exercised when the wording of areas is subjective and specific situations are not covered.

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

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

1.4.6. Use the following grading criteria on all evaluations to grade individual items:

1.4.6.1. **Q**. The examinee's performance is correct, quickly recognizing and correcting errors.

1.4.6.2. **Q-**. The examinee's performance is safe, but with limited proficiency, making errors of omission or commission.

1.4.6.3. **U**. The examinee's performance is unsafe, lacking knowledge or ability.

1.4.7. The general evaluation criteria in **Table 1.1** for basic aircraft control apply during all phases of flight (except as noted for specific events and instrument final approaches). (T-2).

Table 1.1. General Evaluation Criteria.

I T E M	Q	Q-	U
1	Altitude \pm 150 feet	Altitude \pm 300 feet	Exceeded Q- limits
2	Airspeed \pm 10 KIAS	Airspeed \pm 20 KIAS	
3	Course \pm 5 degrees/3 nautical miles (nm) (whichever is greater)	Course \pm 10 degrees/5 nm (whichever is greater)	
4	Arc \pm 2 nm	Arc \pm 3 nm	

1.5. Emergency Procedures Evaluation (EPE). If available and configured appropriately, a flight simulator may be used to conduct the requisite EPE for the instrument/qualification evaluation. If a simulator is not used, the EPE may be given orally. The EPE must be conducted by a flight examiner. (T-2).

1.5.1. The following items will be included on EPEs:

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

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

1.5.1.3. Unusual attitude recoveries. (T-2).

1.5.1.4. At least one approach and use of standby or emergency instruments. (T-2).

1.5.1.5. Alternate or divert airfields. Evaluate at least one approach at other than home base. (T-2).

1.5.2. For EPEs graded “Q” with additional training, the FE will indicate whether the additional training must be accomplished before the next flight. Additional training and reevaluations will be accomplished in accordance with (IAW) AFI 11-202, Volume 2. (T-2)

Table 1.2. Evaluation Criteria.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
PREFLIGHT				
1	Area 1. Mission Planning.	Developed a plan to complete all mission requirements in a timely manner and IAW all applicable directives. Was aware of alternatives available if flight couldn't be completed as planned. Read and initialed all items in the flight crew information file (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.
2	Area 2. Mission Briefing: a. Organization.	Briefing was well organized with a logical sequence. Finished in time to allow for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.	Events were out of sequence, hard to follow, and some were redundant.	Gave a confusing presentation. Did not allow time for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
3	b. Presentation.	Clearly defined mission requirements/goals. Effectively used training aids. Ensured cockpit/crew resource management (CRM) objectives were clearly understood. Solicited questions and comments.	Did not make effective use of available training aids. Dwelled on nonessential mission items.	Did not use training aids. Briefing was redundant throughout. Lost interest of flight members. Presentation created doubts or confusion.
4	c. Mission Coverage.	Established objectives for the mission. Presented all events and technique discussion for accomplishing the mission.	Omitted some minor training events. Had limited discussion of techniques.	Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.
5	Area 3. Ground Operations.	Established and adhered to station, start engine, taxi, and takeoff times to assure thorough preflight, check of personal equipment, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff IAW approved checklists and applicable directives.	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major checklist items. Major deviations in procedure would have prevented safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Errors directly contributed to a late takeoff that degraded the mission or made it ineffective.
GENERAL				
6	Area 4. Takeoff.	Maintained smooth aircraft control throughout takeoff. Maintained runway alignment ± 10 feet during takeoff. Rotated	Made minor procedural deviations that did not detract from the takeoff. Control was rough or erratic. Runway	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear or flaps too early

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		- 0 to + 10 knots of calculated rotation speed. Retracted gear and flaps after safely airborne and prior to exceeding aircraft limits.	alignment was \pm 25 feet. Rotated - 0 to + 15 KIAS of calculated rotation speed.	or too late. Failed to establish proper climb attitude. Over-controlled aircraft, resulting in excessive deviations from intended flight path.
7	Area 5. Departure.	Executed departure as published or directed and complied with all restrictions.	Minor deviations in airspeed and navigation occurred during completion of departure.	Failed to comply with published or directed departure instructions.
8	Area 6. Clearing.	Recognized actual and potential conflicts and adjusted aircraft performance to safely avoid those conflicts. Effectively used accepted clearing techniques and employed radios and Naval Aircraft Collision Warning System (NACWS) and TAS to aid in clearing.	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.
9	Area 7. Level off.	Level off was smooth. Promptly established proper cruise airspeed.	Level off was erratic. Was slow in establishing proper cruise airspeed.	Level off was erratic. Had excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter as required.
10	Area 8. Cruise/Navigation.	Demonstrated satisfactory capability to navigate, using appropriate navigation procedures. Ensured NAVAIDs were properly tuned, identified, and	Minor errors in procedures or use of navigation equipment. Some deviations in tuning, identifying, and monitoring NAVAIDs. Slow to update changes to	Major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		monitored. GPS used IAW AFMAN 11-217, <i>Instrument Flight Procedures</i> ; GPS flight plan was accurate. Complied with clearance instructions. Was aware of position at all times. Remained within the confines of assigned airspace.	clearance in GPS flight plan (if used). Was slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.	and course. Did not remain within the confines of assigned airspace. Exceeded parameters for Q-.
11	Area 9. In-Flight Checks.	Completed all checklist items correctly and at the proper point in the mission.	Same as Q except for minor deviations or omissions during checks that did not detract from mission accomplishment.	Did not perform in-flight checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected.
12	Area 10. In-Flight Planning/Area Orientation.	Actively monitored fuel throughout the mission and complied with all established fuel requirements. Adhered to briefed joker / bingo fuels. Adjusted mission profile to comply with time or fuel limitations, weather, and area limits. Remained within area boundaries with or without ground references and used assigned airspace efficiently.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for time or fuel limitations, weather, and area limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management prevented mission accomplishment. Exceeded area boundaries.
13	Area 11. Communication/ Transponder	Able to understand and prioritize multiple radio transmissions.	Occasional deviations from procedures required	Incorrect procedures or poor performance caused confusion and

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
	Procedures.	Correctly formulated timely and accurate responses, using proper terminology. Complied with and acknowledged all required instructions. All required radio calls (to include use of PMSV/ATIS) made IAW directives. Intercockpit and/or interflight communication was clear and concise. All visual signals performed correctly and IAW directives. Used appropriate transponder procedures IAW directives.	retransmissions or resetting of codes. Slow to initiate (or missed) some required calls. Made minor errors or omissions that did not significantly detract from situational awareness or mission accomplishment. Transmissions were not in proper sequence or used nonstandard terminology. Communication was sometimes unclear or confusing, but did not significantly impact mission accomplishment or flight safety.	jeopardized mission accomplishment. Omitted (or missed) numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, threat warning, or mission accomplishment. Unclear or confusing intercockpit or interflight communication significantly impacted mission accomplishment or flight safety.
14	Area 12. Crew Coordination/ Flight Integrity.	Provided direction and information when necessary. Effectively coordinated with other crewmember throughout the mission. Focused crew attention on task at hand. Solicited inputs from other crew member, formation member, or outside agency when appropriate.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew or mission efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
15	Area 13. Risk Management/ Decision-Making.	Accurately identified contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly	Made minor errors in identifying contingencies, gathering data, or communicating a decision that did not	Improperly or ineffectively identified contingencies, gathered data, or communicated a

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		stated decisions and ensured they were understood.	affect safe or effective mission accomplishment.	decision that seriously degraded mission accomplishment or safety of flight.
16	Area 14. Task Management.	Correctly prioritized and managed multiple tasks based on existing and new information that assured mission success.	Made minor errors in prioritization or management of tasks that did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or safety of flight.
17	Area 15. Debriefing.	Thoroughly debriefed applicable portions of the mission. Compared mission results with briefed objectives and debriefed deviations. Offered corrective guidance as appropriate	Performed a limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.	Did not debrief mission deviations or offer corrective guidance.
18	Area 16. Airmanship (Critical) .	Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	NOTE: Because this area is critical, Q- is not applicable.	Poor decisions resulted in failure to accomplish the assigned mission. Demonstrated poor judgment that compromised safety.
19	Area 17. 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. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
20	Area 18. Aircrew Discipline (Critical).	Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	<i>NOTE:</i> Because this area is critical, Q- is not applicable.	Failed to exhibit strict flight or crew discipline. Violated flight restrictions or established procedures.
21	Area 19. Situational Awareness (Critical).	Accurately analyzed flight conditions to minimize effects of adverse factors and capitalized on opportunities. Maintained fuel awareness and planned and/or acted in a timely manner to ensure safe mission accomplishment. Never exceeded the capability to safely control the aircraft. Prioritization of flight requirements assured mission success.	<i>NOTE:</i> Because this area is critical, Q- is not applicable.	Misanalysis of flight conditions and failure to prioritize compromised safety or mission accomplishment.
CONTACT				
22	Area 20. Traffic Pattern Stalls.	Recognized approach-to-stall indications and recovered properly IAW AFMAN 11-248, <i>T-6 Primary Flying</i> .	Delayed recovery beyond the aerodynamic buffet or artificial stall warning. Late to recognize secondary stall.	Failed to recognize stall indications. Misapplied flight control and power control lever (PCL) inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits.
23	Area 21. Power-On Stalls.	Properly recovered after fully developed stall IAW AFMAN 11-	Did not allow stall to fully develop. Late to recognize secondary	Misapplied flight control and PCL inputs, resulting in

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		248.	stall.	excessive altitude loss. Did not recognize secondary stall and did not recover properly. Exceeded aircraft limits.
24	Area 22. Power-Off/ ELP Stalls.	Recognized approach-to-stall indications and recovered properly IAW AFMAN 11-248.	Delayed recovery beyond the aerodynamic buffet or artificial stall warning. Late to recognize secondary stall.	Failed to recognize stall indications. Misapplied flight control inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits.
25	Area 23. Slow Flight.	Airspeed - 0 to + 5 KIAS of desired airspeed.	Airspeed - 5 to + 10 KIAS of desired airspeed.	Maintained deviations in excess of Q- criteria.
26	Area 24. Recovery From Spin	Recovered to level flight with minimum altitude loss. If secondary stall was entered, complied with stall recognition and recovery procedures.	Was slow to recognize aircraft departure and/or make necessary flight control inputs. Delayed initiation of spin recovery procedures.	Performed improper execution of spin recovery procedures.
27	Area 25. Stability Demonstration.	Recognized required aircraft control inputs to prevent entering a stall or spin.	Set pitch attitude too high or too low. Maneuver effectiveness was degraded.	Maintained deviations in excess of Q- criteria.
28	Areas 26-28. Nose-Low, Nose-High, and Inverted Recoveries.	Recovered to level flight expeditiously without stalling or exceeding aircraft limitations and with minimum altitude loss.	Was slow to analyze attitude or erratic in recovery to level flight. Was slow to recognize or use the proper power setting	Failed to correctly analyze attitude and execute appropriate recovery. Used improper power setting and

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
			and configuration.	configuration.
29	Area 29. Aerobatics. (Perform aerobatic maneuvers to include: - chandelle - lazy eight - barrel roll - aileron roll - cloverleaf - loop - Immelmann - cuban eight - split S.)	Maneuvers were 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. Maneuvers were planned and flown to remain within area boundaries.	Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuvers was adequate, but not smooth and positive. Minor procedural deviations occurred.	Significantly missed entry parameters. Maneuvers were not flown IAW directives. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers. Exceeded aircraft limit.
30	Area 30. Letdown and Traffic Entry.	Performed letdown as published or directed and complied with all restrictions and directives.	Minor deviations in airspeed and navigation occurred during completion of letdown.	Failed to comply with published or directed letdown instructions or directives.
31	Area 31. Normal Pattern/ Landing (Overhead). (Includes takeoff and landing flap positions.)	Properly analyzed pattern winds. Maintained pattern altitude \pm 100 feet and 120 KIAS minimum prior to the final turn. Performed break between approach end and 3,000 feet down the runway. Maintained air-speed \pm 10 KIAS on initial. Aircraft properly configured prior to starting the final turn. Final turn and final airspeed - 0 to + 10 KIAS, and no slower than on speed AOA.	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Maintained pattern altitude \pm 200 feet prior to the final turn. Improper power setting resulting in airspeed <120 KIAS minimum on inside downwind. Performed pattern break outside the proper zone. Maintained airspeed \pm 20 KIAS on initial. Final turn and final airspeed - 5 to + 15	Exceeded Q- criteria. Configuration was improper.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		Maintained proper runway alignment and touchdown speed was - 5 to + 10 KIAS, in the AFMAN 11-248 prescribed landing zone. Braking was smooth and effective.	KIAS. Touchdown speed was - 5 to + 15 KIAS and slightly outside the AFMAN 11-248 prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.	
32	Area 32. Normal Pattern/Landing (Straight-In). (Includes takeoff and landing flap positions)	Aircraft properly configured prior to starting down final. Airspeed on final - 0 to + 10 KIAS, and no slower than on speed angle of attack (AOA). Maintained proper runway alignment, touch-down speed was - 5 to + 10 KIAS in the AFMAN 11-248 prescribed landing zone. Braking was smooth and effective.	Was late configuring aircraft. Airspeed on final - 5 to + 15 KIAS. Touchdown speed was - 5 to + 15 KIAS and slightly outside the AFMAN 11-248 prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.	Exceeded Q- criteria. Could not have landed safely. Touchdown point would not have allowed for safe stopping on available runway. Configuration was improper. Exceeded aircraft limits.
33	Area 33. No-Flap Traffic Pattern/Landing. (Includes overhead and straight-in no-flap pattern/landing.)	Properly analyzed pattern winds. Maintained pattern altitude \pm 100 feet and 120 KIAS minimum prior to the final turn. Performed break between approach end and 3,000 feet down the runway. Maintained air-speed \pm 10 KIAS on initial. Aircraft properly configured prior to starting the final turn. Final turn and final	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Maintained pattern altitude \pm 200 feet prior to the final turn. Improper power setting resulting in airspeed <120 KIAS minimum on inside downwind. Performed pattern break outside the proper zone.	Exceeded Q- criteria. Could not have landed safely. Touchdown point would not have allowed for safe stopping on available runway. Configuration was improper. Exceeded aircraft limits.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		airspeed - 0 to + 10 KIAS, and no slower than on speed AOA. Maintained proper runway alignment and touchdown speed was - 5 to + 10 KIAS, in the AFMAN 11-248 prescribed landing zone. Braking was smooth and effective.	Maintained airspeed \pm 20 KIAS on initial. Final turn and final airspeed - 5 to + 15 KIAS. Touchdown speed was - 5 to + 15 KIAS and slightly outside the AFMAN 11-248 prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.	
34	Area 34. Emergency Landing Pattern (ELP)/Landing.	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.	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.	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.
35	Area 35. DELETED	DELETED	DELETED	DELETED
36	Area 36. Go-Around.	Initiated and performed a go-around promptly IAW operational procedures and directives.	Was slow to self-initiate a go-around or procedural steps.	Did not self-initiate a go-around when appropriate or when directed. Techniques were unsafe or incorrect procedures were applied.
37	Area 37.	Maintained proper	Executed landing	Exceeded Q- criteria.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
	Touch-and-Go Procedures.	runway alignment and touchdown speed was - 5 to + 10 KIAS, 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.	phase with minor deviations. Touchdown speed was - 5 to + 15 KIAS, 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.	Application of power and cross-check of engine instruments and runway alignment was late during the takeoff phase.
38	Area 38. Closed Pattern.	Attained 140 KIAS minimum before start of pull-up. Maintained 140 KIAS during pull-up and 120 KIAS on downwind. Rolled out at pattern altitude + 100 feet. Complied with published directives.	Airspeed on inside downwind 120 KIAS, - 5 to + 15 KIAS. Altitude was \pm 200 feet.	Exceeded Q- criteria.
39	Area 39. Breakout and Reentry.	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed and altitude.	Erratic airspeed and altitude control led to minor procedural errors. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed and altitude control compromised safety.
INSTRUMENTS				
40	Area 40. En Route Aircraft Control.	Aircraft control was smooth and positive. Maintained air-speed \pm 10 KIAS, altitude \pm 150 feet, and heading \pm 5 degrees of desired.	Erratic aircraft control resulted in minor deviations. Maintained airspeed \pm 30 knots, altitude \pm 300 feet, and heading \pm 10 degrees of desired.	Exceeded Q- criteria. Consistently deviated from airspeed, altitude, and/or heading.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
41	Area 41. Instrument Climb/Descent.	Maintained smooth and positive aircraft control. Complied with appropriate directives and procedures.	Made minor deviations in procedure. Aircraft control was not smooth or positive, but adequate.	Exceeded Q- criteria. Aircraft control was erratic.
42	Area 42. Airspeed Change.	Performed in a smooth and positive manner.	Was slow to change airspeed when required.	Failed to make directed or required airspeed changes.
43	Area 43. Vertical S.	Aircraft control was smooth and positive. Maintained ± 200 feet VSI, airspeed ± 10 KIAS, heading ± 5 degrees, and ± 100 feet of desired level off altitude. Bank angle was ± 5 degrees.	Erratic aircraft control resulted in minor deviations. Maintained ± 300 feet VSI, ± 20 KIAS and ± 200 feet of desired level off altitude. Bank angle was ± 10 degrees.	Exceeded Q- criteria. Failed to make appropriate corrections.
44	Area 44. Steep Turns.	Aircraft control was smooth and positive. Bank angle was ± 10 degrees. Maintained ± 15 KIAS of desired airspeed. Altitude ± 200 feet at 60-degree bank and ± 100 feet at 45-degree bank. Rollout heading ± 10 degrees at 45-degree bank and ± 15 degrees at 60-degree bank.	Made minor deviations. Bank angle was ± 20 degrees. Maintained ± 20 KIAS of desired airspeed. Altitude was ± 300 feet at 60-degree bank and ± 200 feet at 45-degree bank. Rollout heading was ± 20 degrees at 45-degree bank and ± 30 at 60-degree bank.	Exceeded Q- criteria. Failed to make appropriate corrections.
45	Area 45. Unusual Attitude Recoveries.	Made expeditious recovery to level flight with minimum altitude loss and without stalling or exceeding aircraft limits.	Slow to analyze attitude or erratic in recovery to level flight. Correct recovery procedures used.	Was unable to determine attitude. Used improper recovery procedures. Exceeded aircraft limits.
46	Area 46.	Maneuver performed IAW directives.	Made minor procedural deviations.	Exceeded Q- criteria. Aircraft control was

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
	Wingover.	Aircraft control was positive and smooth.	Aircraft control was not always smooth and positive, but adequate.	erratic causing major deviations. Exceeded aircraft limits.
47	Area 47. Aileron Roll.	Maneuver performed IAW directives. Aircraft control was positive and smooth.	Made minor procedural deviations. Aircraft control was not always smooth and positive, but adequate.	Exceeded Q- criteria. Aircraft control was erratic, causing major deviations. Exceeded Aircraft limits.
48	Area 48. Fix to Fix.	Correctly tuned, identified, and monitored NAVAID. Set correct radial of desired fix in EHSI. Turned in shorter direction to appropriate initial heading. Loaded correct RNAV waypoint in GPS & proceeded direct to fix/waypoint. Arrived ± 1 mile of desired fix using GPS navigation (or ± 3 miles using VOR navigation only).	Made frequent or large heading changes; reached fix ± 2 miles using GPS navigation or ± 4 using VOR navigation.	Exceeded Q- criteria.
49	Area 49. Holding.	Executed entry and holding IAW published procedures and directives. Stayed within ± 15 seconds (timing-defined pattern), ± 2 nm (VOR/DME, GPS distance defined pattern), and ± 2 minutes of EFC (if assigned) of holding pattern limit fix.	Made minor errors that did not detract from safety. Stayed within ± 20 seconds (timing-defined pattern), ± 3 nm (VOR/DME, GPS distance defined pattern), and ± 3 minutes of expect further clearance (EFC) (if assigned) of holding pattern limit fix.	Exceeded Q- criteria. Did not comply with published procedures and directives.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
50	Area 50. Penetration. (Initial approach fix to final approach fix/descent point)	Performed the penetration and approach as published or directed and IAW the flight manual. Complied with all restrictions. Made smooth and timely corrections.	Performed penetration and approach with minor deviations. Complied with restrictions. Slow to make corrections.	Performed the penetration and approach with major deviations. Made erratic corrections. Compromised safety.
51	Area 51. En Route Descent.	Executed descent as directed. Complied with all restrictions. Remained position oriented.	Executed descent as directed with minor deviations.	Executed descent with major deviations. Did not comply with restrictions.
52	Areas 52. Intercept/Maintain Course.	Complied with basic control standards. Established a valid intercept. Maintained course ± 5 degrees.	Maintained course ± 10 degrees, not to exceed 5 miles.	Exceeded Q- criteria.
53	Areas 53. Intercept/Maintain Arc.	Complied with basic control standards. Established valid arc or radial intercept. Maintained arc ± 2 nm.	Maintained arc ± 3 nm.	Exceeded Q- criteria.
54	Area 54. ILS Approach.	Executed approach as published IAW the flight manual. Made smooth and timely corrections to azimuth and glide slope to remain within one dot. Airspeed was - 0 to + 10 KIAS. Complied with decision height and position would have permitted a safe landing.	Minor deviations did not detract from the approach. Slow to make corrections or initiate procedures. Airspeed was - 5 to + 15 KIAS and glide slope was within one dot low or two dots high. Azimuth was within two dots. Position at decision height would have permitted a safe landing.	Exceeded Q- limits. Performed procedures with major deviations. Made erratic corrections. Did not comply with decision height or position at decision height would not have permitted a safe landing.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
55	Area 55. PAR Approach.	Executed approach as published IAW the flight manual. Made smooth and timely response to controller instructions. Maintained glidepath with only minor deviations. Heading was ± 5 degrees of controller instructions, and airspeed was - 0 to + 10 KIAS. Complied with decision height and position would have permitted a safe landing.	Minor deviations did detract from the approach. Slow response to controller's instructions caused poor glidepath control, but never exceeded well above or below glidepath. Heading was ± 10 degrees of controller instruction and airspeed was - 5 to + 15 KIAS. Position at decision height would have permitted a safe landing.	Exceeded Q- limits. Made major deviations and/or erratic corrections. Did not respond to controller instructions, resulting, in erratic glidepath and heading control. Proceeded below decision height and/or position would not have permitted a safe landing.
56	Areas 56. VOR Approach.	Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at MDA (+ 100 to - 0 feet) at or before VDP. Maintained airspeed -0 to + 10 KIAS and course was ± 1 dot width of course centerline at MAP. Position would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed - 5 to + 15 KIAS and course was ± 2 dot width of course centerline at MAP. Position would have permitted a safe landing.	Exceeded Q- limits. Did not comply with procedures or restrictions. Maintained steady-state flight below the MDA. Could not land safely from the approach.
57	Areas 57. Localizer Approach.	Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at MDA (+ 100 to - 0 feet) at or	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed	Exceeded Q- limits. Did not comply with procedures or restrictions. Maintained steady-state flight below the MDA. Could not land

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		before VDP. Maintained airspeed - 0 to + 10 KIAS and less than one dot deflection. Position would have permitted a safe landing.	- 5 to + 15 KIAS and stayed within two dots deflection. Position would have permitted a safe landing.	safely from the approach.
58	Areas 58. ASR Approach.	Executed approach as published IAW the flight manual. Made smooth and timely response to controller instructions. Used appropriate descent rate to arrive at MDA (+ 100 to - 0 feet) at or before VDP. Maintained airspeed - 0 to + 10 KIAS and heading was ± 5 degrees of controller instructions. Position would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed - 5 to + 15 KIAS and course was ± 10 degrees at MAP. Position would have permitted a safe landing.	Exceeded Q- limits. Did not comply with procedures or restrictions. Did not respond to controller instruction. Maintained steady-state flight below the MDA. Could not land safely from the approach.
59	Areas 59. GPS Approach.	Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at MDA (+ 100 to - 0 feet) at or before VDP. Maintained airspeed - 0 to + 10 KIAS and course was ± 1 dot width of course centerline at MAP. Position would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed - 5 to + 15 KIAS and course was ± 2 dot width of course centerline at MAP. Position would have permitted a safe landing.	Exceeded Q- limits. Did not comply with procedures or restrictions. Did not respond to controller instruction. Maintained steady-state flight below the MDA. Could not land safely from the approach.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
60	Area 60. Low Altitude Approach.	Executed the approach as published or directed and IAW the flight manual. Complied with restrictions. Made smooth and timely corrections.	Executed the approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Executed the approach with major deviations. Made erratic corrections.
61	Area 61. Circling Approach.	Executed approach IAW the flight manual and AFMAN 11-217, Volume 1. Maintained minimum recommended circling airspeed until established on final. Maintained circling minimums and VMC until acquisition of visual glidepath. Smoothly positioned the aircraft for a safe landing.	Aircraft control was not consistently smooth, but safe. Made minor deviations that did not detract from the approach. Maintained circling minimums and VMC until acquisition of visual glidepath. Runway displacement was adequate, but not optimum and did not require a missed approach.	Approach not flown IAW the flight manual or AFMAN 11-217, Volume 1. Aircraft control was erratic. Failed to correct large deviations in airspeed or altitude. Displacement was not adequate to allow safely aligning with the landing runway and a missed approach was required.
62	Area 62. Missed Approach/ Climbout.	Executed missed approach or climbout as published or directed IAW flight manual procedures.	Executed missed approach or climbout with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach or climbout with major deviations. Did not comply with applicable directives or procedures.
63	Area 63. Transition to Land/Landing.	Smooth and timely transition based on computed visual descent point or where runway environment visually acquired. Maintained runway alignment and touch-	Slow transition led to a steeper-than-desired final, but appropriate corrections were made. Excessive power and pitch inputs resulted in a	Late transition or attempt to land in the "normal" landing zone led to an excessive "duck under." Improper calculation of visual descent point or

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		down speed was - 5 to + 10 KIAS, 500 to 2,000 feet from the runway threshold.	long or short landing.	excessively late transition prevented landing out of the approach.
FORMATION (GENERAL)				
64	Area 64. Formation Overhead Pattern/Landing.	Lead properly analyzed pattern winds and placed wingman on proper side. Maintained pattern altitude ± 100 feet and airspeed ± 10 KIAS. Executed pitchout IAW published or directed procedures. Wingman maintained a minimum of 3,000 feet spacing after pitchout. Final turn and final airspeed - 0 to + 10 KIAS and touchdown speed - 5 to + 10 KIAS. Maintained proper side of the runway and alignment on rollout.	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Maintained pattern altitude ± 200 feet and airspeed ± 20 KIAS. Executed pitchout outside the proper zone. Wingman did not maintain consistent spacing. Final turn and final airspeed - 5 to + 15 KIAS and touchdown speed - 5 to + 15 KIAS.	Exceeded Q- criteria.
65	Area 65. Visual Signals.	Signals were IAW AFI 11-205, <i>Aircraft Cockpit and Formation Flight Signals</i> , and clearly visible to wingman.	Signals were IAW AFI 11-205, but not clearly visible to wingman.	Signals were not IAW AFI 11-205 and unrecognizable to wingman.
66	Area 66. Position Change.	Lead was decisive and clearly directed position change while monitoring wingman position. Designated wingman moved smoothly to the directed position while	Lead was slow to position the formation to facilitate the position change. Designated wingman was slow to move to the directed position or re-cognize less than	Excessive time was taken to accomplish position change. Procedure was not conducted according to directives. Safety was compromised.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		maintaining aircraft separation.	adequate aircraft separation.	
FORMATION LEAD				
67	Area 67. Formation Takeoff.	Ensured wingman was on the proper side for existing conditions. Executed takeoff IAW published or briefed procedures. Maintained proper power setting and runway alignment ± 20 feet and smoothly established proper takeoff attitude. Ensured wingman was safely airborne prior to retracting gear or flaps, but did so before exceeding aircraft limits.	Minor deviations occurred, but did not detract from the takeoff. Placed wingman on the wrong side for existing conditions. Slow to set proper power setting or takeoff attitude. Maintained proper side of run-way, but alignment drifted ± 30 feet. Was inattentive to wingman's position.	Exceeded Q- criteria. Major deviations occurred.
68	Area 68. Interval Takeoff.	Executed takeoff IAW published or briefed procedures. Maintained runway alignment ± 10 feet. Set or maintained proper takeoff attitude. Retracted gear or flaps after safely airborne but prior to exceeding aircraft limits. Proper power setting, smooth aircraft control, and effective communication facilitated a timely rejoin.	Minor deviations occurred, but did not detract from the takeoff. Maintained proper side of runway but alignment drifted ± 25 feet. Set and maintained proper takeoff attitude. Inattention to wingman's position, lack of communication, and/or improper power setting delayed rejoin.	Takeoff was potentially dangerous. Exceeded aircraft or systems limits. Raised gear and/or flaps too early or late. Failed to establish proper climb attitude or power. Erratic aircraft control resulted in excessively delayed rejoin.
69	Areas 69-75.	Executed mission	Deviated slightly from	Exceeded Q- criteria.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
	Formation. (Perform two-ship formation mission profile as lead, to include - departure - fingertip - wingwork - echelon - close trail - pitchout - rejoin.)	profile IAW published or briefed procedures. Maintained positive control of the flight and took timely action to correct discrepancies. Planned ahead and made timely decisions, completing the profile smoothly without exceeding wingman's capabilities or degrading flight safety. Fingertip maneuvering up to 3 Gs and 90 degrees of bank. Complied with all maneuver parameters.	procedures. Did not take positive control of the flight. Excessive maneuvering made it difficult for wingman to maintain position. Did not always plan ahead and/or hesitated in making decisions. Poor decisions delayed mission accomplishment or degraded training. Was inattentive to wingman's position.	Maneuvered erratically, forcing wingman to breakout. Failed to monitor wingman's position.
70	Area 76. Fighting Wing.	Executed smoothly IAW published or briefed procedures. Monitored wingman position and maneuvered aircraft with good situational awareness.	Poor in-flight decisions delayed mission accomplishment or degraded training. Rough control inputs made it difficult for wingman to maintain position. Did not always plan ahead.	Exceeded Q- criteria.
71	Area 77. Extended Trail Exercise.	Executed smoothly IAW published or briefed procedures. Monitored wingman position and maneuvered aircraft with good situational awareness and energy level.	Some minor deviations occurred. Poor in flight decisions delayed mission accomplishment or degraded training. Rough control inputs made it difficult for wingman to maintain position. Did not always plan ahead	Exceeded Q- criteria.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
			and/or hesitated in making decisions.	
72	Area 78. Descent and Traffic Entry.	Executed descent and traffic entry as published or directed and complied with all restrictions without exceeding wingman's capabilities.	Made minor deviations in airspeed or navigation that did not detract from the maneuver. Was inattentive to wingman's position.	Failed to comply with published or directed instructions. Failed to monitor wingman's position.
73	Area 79. Formation Approach.	Executed approach IAW applicable publications and directives. Smooth or timely corrections to airspeed, azimuth, and glide slope helped wingman maintain position. Maintained safe airspeed - 0 to + 10 KIAS. Position would have permitted a safe landing for both aircraft.	Slow to comply with published or briefed procedures. Erratic or abrupt corrections to airspeed, azimuth, or glide slope made it difficult for wingman to maintain position. Position would have permitted a safe landing for both aircraft.	Performed major deviations in procedures. Did not execute approach as published or directed. Did not monitor wingman's position or configuration. Placed wingman in unsafe situation. Flight could not land from approach.
74	Area 80. Formation Landing.	Properly configured aircraft prior to starting down final. Airspeed on final - 0 to + 10 KIAS. Landed in center of appropriate side of runway without drift. Touchdown speed was - 5 to + 10 KIAS. Touchdown was 500 to 1,500 feet from the runway threshold.	Configured aircraft late. Minor drifting occurred but was recognized and corrected. Occasional rough control inputs were not unsafe, but made it difficult for wingman to maintain position. Airspeed on final was - 0 to + 15 KIAS. Touchdown speed was - 5 to + 15 KIAS. Touchdown was 100 to 499 feet or 1,501 to 2,000 feet from the runway	Exceeded Q- criteria. Did not monitor wingman's position or configuration. Placed wingman in unsafe situation.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
			threshold.	
FORMATION (WING)				
75	Area 81. Formation Takeoff.	Maintained position with only momentary deviations. Maintained safe separation and complied with lead's instructions. Moved to fingertip position after gear and flaps were retracted.	Over controlled aircraft to the extent that formation position varied considerably. Was late configuring, but did not exceed aircraft limits.	Made abrupt position corrections. Did not maintain safe separation or formation position throughout the takeoff. Exceeded aircraft limits.
76	Area 82. Interval Takeoff.	Executed takeoff IAW published or briefed procedures. Maintained runway alignment ± 10 feet. Set or maintained proper takeoff attitude. Retracted gear or flaps after safely airborne, but prior to exceeding aircraft limits. Proper power setting, smooth aircraft control, and effective use of geometry facilitated a timely rejoin.	Minor deviations occurred but did not detract from the takeoff. Maintained runway alignment ± 25 feet. Set and maintained proper takeoff attitude. Inattention, improper power setting, and/or improper use of geometry delayed rejoin.	Takeoff was potentially dangerous. Exceeded aircraft or systems limits. Raised gear and/or flaps too early or late. Failed to establish proper climb attitude or power. Erratic aircraft control resulted in excessively delayed rejoin.
77	Areas 83-90. Formation. (Perform two-ship formation on the wing, to include - fingertip - wingwork - echelon - route - crossunder - close trail - pitchout - rejoin.)	Fingertip or Wingwork: Maintained 10 feet wingtip separation, ± 4 feet vertical, and ± 4 feet longitudinal. Echelon Turn: Stacked level ± 5 feet. Maintained fore or aft fingertip references during roll in, turn, and roll out. Route: Maintained	Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not detract from the maneuver being flown. Slow to make appropriate corrections.	Unable to perform the required maneuver. Failed to maintain safe separation. Compromised safety in an attempt to accomplish the maneuver. Exceeded aircraft or systems limits.

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		<p>position IAW directives or as briefed. Demonstrated ability to clear, monitor NAVAID, and maneuver with lead.</p> <p>Crossunder: Completed in a timely manner. Crossed below lead's wake with nose or tail clearance.</p> <p>Close Trail: Maintained one to two aircraft lengths behind lead, just below the wake.</p> <p>Pitchout: Rolled out at about the same altitude as lead, in trail.</p> <p>Rejoin: Expeditiously maneuvered to the proper rejoin line. Maintained controlled closure to the fingertip position and overshoot if required.</p>		
78	<p>Areas 91-93. Formation. (Continued). (Perform two-ship formation on the wing, to include</p> <ul style="list-style-type: none"> - breakout - overshoot - lost wingman.) 	<p>Breakout: Executed in a timely manner and IAW directives or briefing. Adequate aircraft separation was achieved.</p> <p>Overshoot: Made the decision to overshoot in a timely manner and executed the maneuver IAW directives or briefing. Excessive overtake or angle was dissipated safely. Kept lead in sight.</p> <p>Lost Wingman:</p>	<p>Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not detract from the maneuver being flown. Slow to make appropriate corrections.</p>	<p>Unable to perform the required maneuver. Failed to maintain safe separation. Compromised safety in an attempt to accomplish the maneuver. Exceeded aircraft or systems limits.</p>

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		Executed in a timely manner and IAW directives or briefing. Immediate and adequate aircraft separation was achieved.		
79	Area 94. Fighting Wing.	Remained within published cone, using appropriate geometry.	Slow to make appropriate corrections.	Failed to maintain safe separation.
80	Area 95. Extended Trail Exercise.	Made smooth or positive control inputs and demonstrated a clear understanding of turn circle geometry and creative use of pursuit curves or energy management to maintain within the published cone.	Slow to recognize and react to changing aspect, angle off, and closure. Erratic power control resulted in less than optimum position.	Unable to maintain position. Failed to maintain safe separation. Compromised safety in an attempt to accomplish maneuvers. Exceeded aircraft or systems limits.
81	Area 96. Formation Approach.	Maintained fingertip position with only momentary deviations until stacking level. Made smooth or timely corrections. Monitored appropriate NAVAIDs and remained positionally aware. Configured when directed and maintained 10 to 25 feet separation.	Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not detract from the maneuver. Slow to make appropriate corrections.	Unable to maintain position. Failed to maintain safe separation. Compromised safety in an attempt to accomplish maneuver. Exceeded aircraft or systems limits.
82	Area 97. Formation Landing.	Maintained 10 to 25 feet wingtip separation, stacked level, maintained position throughout landing, with only momentary deviations. Made	Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not	Unable to maintain position. Failed to maintain safe separation. Compromised safety in an attempt to accomplish

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		smooth or timely corrections. Did not become airborne after touch-down and maintained appropriate side of the runway.	detract from the maneuver. Slow to make appropriate corrections.	maneuver. Exceeded aircraft or systems limits.
NAVIGATION				
83	Area 98. Chart Preparation.	Prepared chart according to applicable directives to include the chart update manual (CHUM).	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.
84	Area 99. Flight Log (AF Form 70, <i>Pilot's Flight Plan and Flight Log</i>) Maintenance.	Updated form as soon as practical after passing each en route fix with actual time of arrival, fuel remaining, and the estimated time of arrival (ETA) to next fix.	Completed form IAW directives. Made minor deviations that did not compromise safety.	Form was not completed IAW directives. Made major deviations or errors that could compromise safety.
85	Area 100. In-Flight Computations.	Made timely and accurate computations based on flight conditions.	Slow to compute necessary in-flight computations. Made only minor errors.	Omitted in-flight computations necessary for the safe conduct of the mission. Made major errors.
86	Area 101. Maintaining Course.	Maintained ± 2 miles or ± 5 degrees.	Maintained ± 3 miles or ± 10 degrees.	Exceeded Q- criteria.
87	Area 102. VFR Arrival.	Performed VFR arrival IAW procedures and techniques outlined in flight manual, operational procedures, and local directives.	Performed VFR arrival with minor deviations to procedures and techniques outlined in flight manual, operational procedures, and local directives.	VFR arrival was not performed according to procedures and techniques outlined in flight manual, operational procedures, and local directives.
LOW-LEVEL NAVIGATION				

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
88	Area 103. Route Entry.	Arrived at entry point ± 1 nm.	Arrived at entry point ± 3 nm or route corridor, whichever is less.	Exceeded Q- criteria.
89	Area 104. Altitude Control.	Maintain 500 to 1,500 feet above ground level (AGL) unless obstacles or safety dictated.	Maintain no higher than 2,000 feet AGL (1,500 feet for SR routes) unless obstacles or safety dictated.	Exceeded Q- criteria.
90	Area 105. Time Control.	Reached each checkpoint ± 90 seconds of planned time.	Reached each checkpoint ± 150 seconds of planned time.	Exceeded Q- criteria.
91	Area 106. Course Control.	Maintained terrain awareness and planned course ± 2 nm.	Deviations from course were recognized and corrected. Maintained course within route corridor limits.	Violated airspace restrictions. Exceeded Q- criteria.
92	Area 107. Wind Analysis.	Properly analyzed winds and made appropriate drift correction to stay on course.	Improper wind analysis or insufficient drift correction caused aircraft to be blown slightly off course.	Did not correct for winds.
93	Area 108. DR Procedures.	Navigated to planned check-points ± 2 nm and remained geographically oriented.	Deviations in course or airspeed control led to the need for large corrections.	Failed to locate one or more checkpoints. Exceeded route corridor limits.
94	Area 109. Map Reading.	Able to read map and identify prominent landmarks without the use of navigational instruments.	Errors in procedures or techniques led to some disorientation.	Failed to recognize or misidentified checkpoints.
95	Area 110. In-Flight Data/Fuel Procedures.	Made timely and accurate updates based on flight computations.	Slow to compute necessary in-flight updates.	Omitted in-flight checks necessary for the safe conduct of

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
				the mission.
96	Area 111. Route Abort Procedures.	Climbed to an appropriate, safe-recovery altitude. Read map and identified landmarks along route.	Was slow to attain appropriate safe-recovery altitude. Was slow to identify correct landmarks on route.	Climbed to incorrect altitude for recovery. Was unable to maintain proper course on recovery.
GENERAL KNOWLEDGE				
97	Area 112. Emergency Procedures.	Correctly and immediately responded to boldface or critical action procedures and non-boldface emergency situations. Effectively used checklist.	Response to boldface or critical action procedures was correct but response to non-boldface procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made incorrect response for boldface or critical action procedures. Unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or content.
98	Area 113. General Knowledge: a. Aircraft General.	Had a thorough knowledge of aircraft systems, limitations, and performance characteristics.	Had deficiencies in either depth of knowledge or comprehension.	Had unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
99	b. Flight Rules/ Procedures.	Had thorough knowledge of flight rules and procedures.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules or procedures.
100	c. Local Area Procedures.	Had a thorough knowledge of local procedures.	Had limited knowledge of local procedures.	Had inadequate knowledge of local procedures.
101	Area 114. Publications.	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not impact flight safety or mission accomplishment.	Publications were outdated and/or contained deficiencies that would impact flight safety or mission accomplishment.
INSTRUCTION (IF APPLICABLE)				

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
102	Area 115. Briefing/ Debriefing:	Presented a comprehensive, instructional briefing or debriefing that encompassed all mission events. Made appropriate 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.	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.
103	Area 116. Demonstration of Maneuvers.	Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated appropriate 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.
104	Area 117. Instructor Knowledge.	Demonstrated in-depth knowledge of procedures, requirements, aircraft systems, performance characteristics, and mission beyond that expected of non-instructors.	Had deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems, performance characteristics, or mission.	Was unfamiliar with procedures, requirements, aircraft systems, performance characteristics, or mission. Lack of knowledge seriously detracted from instructor effectiveness.
105	Area 118. Ability To Instruct.	Demonstrated appropriate instructor or evaluator ability. Clearly defined all	Problems in communication or analysis degraded effectiveness of	Demonstrated inadequate ability to instruct or evaluate. Unable to perform,

ITEM	Grading Area	Grading Criteria		
		Q	Q-	U
		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.	instruction or evaluation.	teach, or assess techniques, procedures, systems use, or tactics. Was not aware of aircraft or mission situation at all times.
106	Area 119. 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 or records. Comments were invalid, unclear, or did not accurately document performance.

1.6. Completion of AF Form 8:

1.6.1. Record the aircrew member's qualification, using AF Form 8 IAW AFI 11-202, Volume 2. (T-2)

1.6.2. All mission evaluations (whether contact, formation, instrument/navigation, or low level) will be logged as "MSN" evaluations in the Flight Phase block (Section II) of AF Form 8. (T-2). Additional clarification as to the specific type of mission evaluation will be included in the Mission Description section of the Examiner's Remarks in the Comments block of the AF Form 8. (T-2). (See AFI 11-202, Volume 2, for AF Form 8 requirements.)

Chapter 2

EVALUATION REQUIREMENTS

2.1. Evaluations Guidelines:

2.1.1. All evaluations will follow the guidelines set in AFI 11-202, Volume 2. Evaluation requirements are shown in Table 2.1 of this AFI. They are divided into the following areas: preflight, general, contact, instruments, formation (general), formation (lead), formation (wing), navigation, low-level navigation, general knowledge, and instruction (if applicable). (T-2)

2.1.2. CRM skills are evaluated & debriefed for evaluations IAW **Table 1.2**. Unit CRM program managers will monitor CRM evaluation trend data IAW AFI 11-290, *Cockpit/Crew Resource Management Program*. (T-2).

2.1.3. Areas indicated in **Table 2.1** with an “R” will be flown by the examinee for that evaluation. (T-2). If impossible to accomplish a required area in flight, the FE may elect to evaluate the area by an alternate method (for example, simulator, CPT, orally, etc.) in order to complete the evaluation. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation. Critical areas are labeled “Critical” in the area title in **Table 2.1**. Grade critical areas “Q” or “U”. (T-2).

Table 2.1. Pilot Evaluations Requirements.

ITEM	Area	Title	Type of Evaluation (See Legend)				
			I/Q	Cont	Form	I/Nav	LL
PREFLIGHT							
1	1	Mission Planning	R				
2	2	Mission Briefing			R		
3	3	Ground Operations	R		R		
GENERAL							
4	4	Takeoff	R				
5	5	Departure	R				
6	6	Clearing	R				
7	7	Level off	R				
8	8	Cruise/Navigation					
9	9	In-Flight Checks	R				
10	10	In-Flight Planning/Area Orientation	R				

ITEM	Area	Title	Type of Evaluation (See Legend)				
			I/Q	Cont	Form	I/Nav	LL
11	11	Communication/Transponder Procedures	R	R	R	R	R
12	12	Crew Coordination/Flight Integrity	R		R		
13	13	Risk Management/Decision-Making	R	R	R	R	R
14	14	Task Management	R	R	R	R	R
15	15	Debriefing			R		
16	16	Airmanship (Critical)	R	R	R	R	R
17	17	Safety (Critical)	R	R	R	R	R
18	18	Aircrew Discipline (Critical)	R	R	R	R	R
19	19	Situational Awareness (Critical)	R	R	R	R	R
CONTACT							
20	20	Traffic Pattern Stalls	R	R			
21	21	Power-On Stalls		R			
22	22	Power-Off/ELP Stalls					
23	23	Slow Flight					
24	24	Recovery From Spin	R	R			
25	25	Stability Demonstration					
26	26	Nose-Low Recovery	R	R			
27	27	Nose-High Recovery	R	R			
28	28	Inverted Recovery	R				
29	29	Aerobatics		R			
30	30	Letdown and Traffic Entry					
31	31	Normal Pattern/Landing (Overhead)	R				
32	32	Normal Pattern/Landing (Straight-In)					
33	33	No-Flap Traffic Pattern/Landing (note 2)	R	R			
34	34	Emergency Landing Pattern (ELP) (note 1)	R	R			
35	35	DELETED					
36	36	Go-Around					
37	37	Touch-and-Go Procedures					

ITEM	Area	Title	Type of Evaluation (See Legend)				
			I/Q	Cont	Form	I/Nav	LL
38	38	Closed Pattern					
39	39	Breakout and Reentry					
INSTRUMENTS							
40	40	En Route Aircraft Control					
41	41	Instrument Climb/Descent					
42	42	Airspeed Change					
43	43	Vertical S					
44	44	Steep Turns					
45	45	Unusual Attitude Recoveries	R				
46	46	Wingover					
47	47	Aileron Roll					
48	48	Fix to Fix					
49	49	Holding					
50	50	Penetration (note 3)	R				
51	51	En Route Descent (note 3)	R				
52	52	Intercept/Maintain Course					
53	53	Intercept/Maintain Arc					
54	54	ILS Approach (notes 4 and 5)	R			R	
55	55	PAR Approach (notes 4 and 5)	R			R	
56	56	VOR Approach (notes 4 and 5)	R			R	
57	57	Localizer Approach (notes 4 and 5)	R			R	
58	58	ASR Approach (notes 4 and 5)	R			R	
59	59	GPS Approach (notes 4 and 5)	R			R	
60	60	Low Altitude Approach					
61	61	Circling Approach					
62	62	Missed Approach/Climbout					
63	63	Transition to Land/Landing					
FORMATION (GENERAL)							

ITEM	Area	Title	Type of Evaluation (See Legend)				
			I/Q	Cont	Form	I/Nav	LL
64	64	Formation Overhead Pattern/Landing					
65	65	Visual Signals					
66	66	Position Change					
FORMATION (LEAD)							
67	67	Formation Takeoff					
68	68	Interval Takeoff					
69	69	Departure					
70	70	Fingertip					
71	71	Wingwork (note 6)			R		
72	72	Echelon					
73	73	Close Trail					
74	74	Pitchout					
75	75	Rejoin					
76	76	Fighting Wing					
77	77	Extended Trail Exercise			R		
78	78	Descent and Traffic Entry					
79	79	Formation Approach					
80	80	Formation Landing					
FORMATION (WING)							
81	81	Formation Takeoff					
82	82	Interval Takeoff					
83	83	Fingertip					
84	84	Wingwork (note 6)			R		
85	85	Echelon			R		
86	86	Route					
87	87	Crossunder					
88	88	Close Trail					
89	89	Pitchout					

ITEM	Area	Title	Type of Evaluation (See Legend)				
			I/Q	Cont	Form	I/Nav	LL
90	90	Rejoin			R		
91	91	Breakout					
92	92	Overshoot					
93	93	Lost Wingman					
94	94	Fighting Wing					
95	95	Extended Trail Exercise			R		
96	96	Formation Approach					
97	97	Formation Landing					
NAVIGATION							
98	98	Chart Preparation					R
99	99	Flight Log (AF Form 70) Maintenance					
100	100	In-Flight Computations					
101	101	Maintaining Course					
102	102	VFR Arrival					
LOW-LEVEL NAVIGATION							
103	103	Route Entry					R
104	104	Altitude Control					R
105	105	Time Control					R
106	106	Course Control					R
107	107	Wind Analysis					R
108	108	DR Procedures					R
109	109	Map Reading					
110	110	In-Flight Data/Fuel Procedures					R
111	111	Route Abort Procedures					R
GENERAL KNOWLEDGE							
112	112	Emergency Procedures	R	R	R	R	R
113	113	General Knowledge	R	R	R	R	R
114	114	Publications	R				

ITEM	Area	Title	Type of Evaluation (See Legend)				
			I/Q	Cont	Form	I/Nav	LL
INSTRUCTION (Note 7)							
115	115	Briefing/Debriefing	R	R	R	R	R
116	116	Demonstration of Maneuvers	R	R	R	R	R
117	117	Instructor Knowledge	R	R	R	R	R
118	118	Ability To Instruct	R	R	R	R	R
119	119	Grading Practices	R	R	R	R	R
<p>LEGEND:</p> <p>I/Q – Instrument/Qualification Evaluation Cont – Contact Mission Evaluation Form – Formation Mission Evaluation I/Nav – Instrument/Navigation Mission Evaluation LL – Low-Level Mission Evaluation R – Required area</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. At least one ELP will be accomplished on the Contact Mission Evaluation. (T-2) 2. One no-flap straight-in or no-flap overhead pattern is required on the Instrument/Qualification Evaluation. (T-2) 3. At least one en route descent or a penetration will be accomplished on the Instrument/ Qualification Evaluation. (T-2) 4. One approach will be flown by the examinee on the Instrument/Navigation Mission Evaluation. (T-2) 5. At least one precision and one nonprecision approach will be flown on the Instrument/Qualification Evaluation. (T-2) 6. Wingwork will be accomplished to 90 degrees of bank and 2 to 3 Gs on the Formation Mission Evaluation. (T-2) 7. Qualified Instructor Pilots will be evaluated on instructional ability during all periodic evaluations (Instrument/Qualification/Mission) IAW AFI 11-202, Volume 2. (T-2) 							

2.2. Pilot Instrument/Qualification Evaluation. The INSTM/QUAL evaluation will be flown in instrument flight rules (IFR) to fulfill the objectives of the evaluation. (T-2). The examinee will complete the following:

2.2.1. Instrument examination. (T-2).

2.2.2. Closed- and open-book qualification examinations. (T-2).

2.2.3. EPE. (T-2).

2.2.4. Boldface examination. (T-2).

2.2.5. Publications check. Publications that will be checked during the evaluation are technical order (TO) 1T-6A-1CL-1, *T-6A Pilot's Abbreviated Flight Crew Checklist*, and the local in-flight guide. (T-2).

2.3. Pilot Mission Evaluation:

2.3.1. Scenarios that represent unit tasking satisfy the requirements of this evaluation. The profiles (contact, formation, low level, or instrument) will be designed to evaluate the training, flight position, and special qualifications as well as basic airmanship of the examinee. (T-2)

2.3.2. To the maximum extent possible, instructor pilots and flight leads will brief and lead the mission. The FE may require the flight lead to fly the wing position to perform events from the wing position. (T-2)

2.3.3. Minimum ground phase requisites are EPE and boldface examinations. (T-2). If the instrument/ qualification and mission evaluation eligibility periods overlap, a single EPE fulfills each requirement if separate instrument/qualification and mission evaluations are accomplished within both eligibility periods. Accomplish separate boldface examinations for each evaluation. If a combined instrument/qualification/mission evaluation is flown, accomplish one EPE and one boldface. (T-2).

2.3.4. Examinees will only be evaluated on those missions routinely performed by the pilot. Examinees will only be evaluated on those areas and at a performance level for which they are qualified. (T-2)

2.3.5. T-6 mission areas are contact, formation, instrument/navigation, and low-level.

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

2.5. Instructor Evaluation:

2.5.1. Instructor evaluations will be conducted according to AFI 11-202, Volume 2. Flight evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability. (T-2)

2.5.2. Initial rear cockpit (RCP) landing qualification will include a satisfactory demonstration of normal and emergency patterns and landings (overhead or straight-in) and an ELP pattern and landing. (T-2). Periodic RCP landing qualification evaluations will include in-flight evaluation of a landing flown from the RCP. (T-2).

2.5.3. Instructor pilots will accomplish the RCP landing qualification during either (1) the combined instrument/qualification sortie, (2) a mission evaluation sortie, or (3) as defined in **paragraph 2.5.4.** (T-2).

2.5.4. The RCP landing qualification may be conducted independently of another evaluation. When the RCP landing qualification is evaluated during another sortie as a requisite for flight evaluation, record "SPOT" in the Flight Phase block (Section II) on the AF Form 8 and align the expiration date with the expiration date of the current evaluation in which the examinee would normally complete this requirement. (T-2). Use the Examiner's Remarks of the Comments block on the AF Form 8 to further describe the evaluation as a "Rear Cockpit Landing Qualification" evaluation. (T-2). (See AFI 11-202, Volume 2, for AF Form 8 requirements.)

2.6. Evaluation Criteria:

2.6.1. To initially qualify as an instructor, the pilot must successfully complete a dedicated initial instructor evaluation in the RCP. Subsequently, crewmembers designated as instructors will be evaluated on their ability to instruct during all periodic evaluations IAW AFI 11-202v2. The flight examiner may serve as the student for the purpose of evaluating the examinee's instructional ability. (T-2)

2.6.2. During recurring T-6 instrument/qualification evaluations, instructor pilot examinees may occupy either the FCP or RCP. During the instrument/qualification evaluation, first pilot examinees will occupy the FCP. During T-6 mission evaluations, examinees will occupy the seat normally occupied when performing in-flight duties. During recurring combined T-6 instrument/qualification/mission evaluations, instructor pilot examinees maintaining a RCP landing qualification will normally occupy the RCP. (T-2)

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

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

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFI 11-2T-6, Volume 1, *T-6A Aircrew Training*, 23 June 2010

AFI 11-2T-6, Volume 3, *T-6 Operations Procedures*, 20 July 2011

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012 Incorporating Change 1, 10 April 2012.

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 7 December 2010
Incorporating Change 1, 18 October 2012

AFI 11-205, *Aircraft Cockpit and Formation Flight Signals*, 19 May 1994, Certified Current, 3
November 2009

AFI 11-215, *USAF Flight Manuals Program FMP*, 22 December 2008, Incorporating Change 1,
28 October 2012; Certified Current 3 Jan 2011

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

AFMAN 11-248, *T-6 Primary Flying*, 19 January 2011

AFI 11-290, *Cockpit/Crew Resource Management Program*, 15 October 2012

AFI 33-360, *Publications and Forms Management*, 25 Sep 2013

AFMAN 33-363, *Management of Records*, 1 March 2008, Incorporating AFGM2013-01, 29
August 2013

TO 1T-6A-1, *Flight Manual, USAF/USN Series T-6A Aircraft* (T-6A flight manual), 24 January
2006

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 70, *Pilot's Flight Plan and Flight Log*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AGL—above ground level

AOA—angle of attack

ASR—airport surveillance radar

ATIS—automated terminal information service

CRM—cockpit/crew resource management

DR—dead reckoning

EFC—expect further clearance
ELP—emergency landing pattern
EPE—emergency procedures evaluation
FCIF—flight crew information file
FE—flight examiner
GPS—global positioning system
IAW—in accordance with
ILS—instrument landing system
KIAS—knots indicated airspeed
MAJCOM—major command
MAP—missed approach point
MDA—minimum descent altitude
NAVAID—navigational aid
nm—nautical mile
PAR—precision approach radar
PCL—power control lever
PMSV—pilot to meteorological service
RCP—rear cockpit
SR—slow speed low altitude training route
TACAN—tactical air navigation
TO—technical order
VDP—visual descent point
VFR—visual flight rules
VOR—very high frequency omnidirectional range station
VSI—vertical speed indicator