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SECRETARY OF THE AIR FORCE**

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Volume 2**



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Flying Operations

C-38 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*. It establishes evaluation criteria for the operation of the C-38 aircraft to safely and successfully accomplish their worldwide mobility missions. It is used in conjunction with AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, and the appropriate MAJCOM supplement. This instruction applies to the Air National Guard. 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.

Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through Major Command (MAJCOM) Stan/Eval.

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This publication may be supplemented at any level. Supplements are forwarded to the Air Staff and the lead MAJCOM OPR for approval.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS), covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, Incentive Pay; Public Law 92-204, Section 715, DoD Appropriations Act for 1972, December

18, 1971; Public Law 93-294, Aviation Career Incentives Act of 1974, May 31, 1974; Public Law 93-570, Continuing Appropriations, 1975, February 25, 1975; DoD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report, February 5, 1976; and Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943 as amended. The Paperwork Reduction Act of 1995 affects this instruction

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Chapter 1

GENERAL INFORMATION

1.1. General. This AFI provides flight examiners and aircrew members with procedures and evaluation criteria/tolerances to be used during flight evaluations required by AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews. Evaluators use this AFI when conducting aircrew evaluations. Instructors use this AFI when preparing aircrews for qualification.

1.2. Applicability. This AFI is applicable to all individuals operating the C-38 aircraft. Copies should be available to all crewmembers operating the C-38.

1.3. Key Words Explained.

1.3.1. “Will” and “Shall” indicate a mandatory requirement.

1.3.2. “Should” is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.3.3. “May” indicates an acceptable or suggested means of accomplishment.

1.3.4. “Note” indicates operating procedures, techniques, etc., that are considered essential to emphasize.

1.4. Deviations and Waivers. Do not deviate from the policies and guidance in this AFI under normal circumstances, except for safety or when necessary to protect the crew or aircraft from a situation not covered by this AFI and immediate action is required. Report deviations or exceptions without waiver through appropriate Stan/Eval channels to NGB/A3OM who, in turn, will notify NGB/A3O for follow-on action, if necessary.

1.4.1. Waiver authority for this publication is the MAJCOM/A3, IAW AFI 11-202 Vol 2. Waivers will be requested from the parent MAJCOM Stan/Eval through appropriate channels. Waiver authority for supplemental guidance will be as specified in the supplement and approved through the higher level coordination authority.

1.4.2. NGB/A3 will forward a copy of approved long-term waivers to this instruction to AMC/A3 for follow-on action, if required.

1.5. Supplements and Local Procedures. This AFI is a basic directive. MAJCOMs and units may supplement this AFI according to AFD 11-2, *Aircraft Rules and Procedures*. Supplements will not be less restrictive than the provisions of this AFI or the appropriate flight manuals. Limit supplements to unique mission evaluation requirements only.

1.5.1. MAJCOM Supplement Coordination Process. Forward MAJCOM/A3-approved supplements, with attached AF Form 673, *Air Force Publication/Form Action Request*, to lead command (NGB/A3O) for review. NGB/A3O will provide a recommendation and forward to AF/XOOT for approval. AF/XOOT advises NGB/A3O of approval/denial of supplement. Use the following OPR's address: NGB/A3O, 1411 Jefferson Davis Hwy, Arlington, VA 22202. When the supplement is published provide a final copy to AF/XOOT and lead command OPR (NGB/A3O).

1.5.2. Approved long-term waivers to AFI 11-202V2 (including approval authority and date) are incorporated in the appropriate paragraph of this instruction.

1.5.3. Local Supplement Coordination. Units send proposed Local Supplement to MAJCOM Stan/Eval for coordination, then NGB/A3O for approval. When published, provide a final copy to HQ AMC/A3V and NGB/A3O .

1.6. Requisition and Distribution Procedures. Unit commanders provide copies for all aircrew members and associated support personnel, through local publications distribution offices.

1.7. Improvement Recommendations. Send comments and suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through Stan/Eval channels to NGB/A3O, 1411 Jefferson Davis Highway, Arlington, VA, 22201 according to AFI 11-215, *USAF Flight Manual Programs (FMP)*, and MAJCOM Supplement.

1.8. Evaluations. This instruction establishes standardized instrument, qualification, mission, and instructor evaluation criteria. It also establishes the areas/subareas necessary for the successful completion of evaluations, and which required areas will be considered critical and/or non-critical. Evaluations shall be administered by an AF flight examiner in the C-38 aircraft or C-38 Aircrew Training Device (ATD).

1.8.1. AMC Pyramid Evaluation Program. Pyramid evaluation program will be IAW AFI 11-202V2, AMCSUP1, *Aircrew Standardization/Evaluation Program*. If no C-38 qualified evaluator is on staff at NGB/A3, the senior squadron evaluator may receive their evaluation from a qualified C-38 examiner. Selection of the evaluator must be approved by the Squadron Commander. The examiner will annotate in the remarks section of the form 8 that the evaluation satisfies the requirements of the pyramid evaluation per prior coordination with NGB/A3O. Include the evaluator's rank and name.

1.8.2. To the maximum extent possible, evaluations should be conducted in an approved ATD. Evaluations will consist of areas/subareas that have fidelity in the ATD and are ATD-creditable IAW AFI 11-2C-38 V1, *C-38 Aircrew Training*.

1.8.3. Evaluators should not conduct evaluations when scheduled as a primary crewmember.

1.9. Evaluation Requirements. Accomplish a combined evaluation (one flight evaluation) concurrently, whenever practical. Aircrews will complete the INSTM, QUAL, MSN and INSTR evaluations (as appropriate), at 17-month intervals according to AFI 11-202V2. Align dates, if possible, to minimize operational impacts and ensure requisites are met.

1.9.1. Qualification (QUAL) Evaluation. All crewmembers will successfully complete an initial (INIT) and periodic qualification (QUAL) evaluation. Requisites include Open Book, Closed Book, Boldface/Critical Actions Procedures (CAPs) exams (if applicable), Emergency Procedures Evaluation (EPE), and an evaluation in the aircraft or simulator.

1.9.2. Instrument (INSTM) Evaluation. All pilots will successfully complete a periodic instrument (INSTM) evaluation. Requisites include Open Book written instrument examination according to AFMAN 11-210, *Instrument Refresher Course Program*, and an evaluation in the aircraft or simulator.

1.9.3. Mission (MSN) Evaluation. All crewmembers will successfully complete an initial and periodic mission evaluation (MSN) according to AFI 11-202V2 in the aircraft or simulator.

1.9.3.1. Enroute (OME). Prior to certification to act as Pilot-in-Command (PIC) on any C-38 mission, all pilots must complete an operational mission evaluation (OME). The OME is the culmination of aircraft commander (MP) upgrade training. Refer to Chapter 2 of this instruction for further guidance.

1.9.4. Instructor (INSTR) Evaluations. To initially qualify as a C-38 instructor, all crewmembers will successfully complete an initial instructor (INSTR) evaluation in the C-38. The initial instructor (INIT INSTR) evaluation will include all areas under GENERAL, INSTRUCTOR, and selected QUALIFICATION/MISSION areas as determined by the evaluator. At unit commander's discretion, a crewmember that is fully mission qualified in primary and secondary platform, may upgrade to instructor on both platforms simultaneously with accomplishment of all prerequisites (only one evaluation in either aircraft is required). Evaluate crewmembers designated as instructors on their ability to instruct during all periodic QUAL or INSTM evaluations. **NOTE:** Pilots may complete periodic INSTR evaluations in the simulator. **NOTE:** Crewmembers who desire to align their qualification evaluation during an initial instructor evaluation must demonstrate all required areas under GENERAL, QUALIFICATION/MISSION, and INSTRUCTOR.

1.9.5. SPOT Evaluations. SPOT evaluations will be conducted IAW AFI 11-202V2, and associated MAJCOM supplements to this AFI. To align and/or be credited as recurring INSTM, QUAL, MSN or INSTR, all requisites for the desired evaluations must be met. In this case, the evaluator must be qualified in the MDS and crew position.

1.9.6. Combined Evaluations. QUAL, INSTM, MSN and INSTR evaluations should be combined to balance resources and mission taskings. All requirements for combined evaluations must be met. Limit verbal evaluation on requirements to the maximum extent possible. **EXCEPTION:** Combined evaluations are not authorized for OMEs.

1.9.7. Emergency Procedures Evaluations (EPE). Evaluate a crewmember's knowledge of emergency procedures and systems knowledge for all initial (INIT), requalification (RQ), qualification (QUAL) and mission (MSN) evaluations. If able, conduct EPE prior to mission execution to prevent mission scheduling impacts in the event of deficiency. The EPE will include areas commensurate with the examinee's graduated training or as specified in AFI 11-202V2 and MAJCOM and unit local supplements. EPE should be accomplished in ATD when available. See AFI 11-202V2 for further guidance.

1.9.7.1. Unit OGV will publish, in a local supplement to this instruction, EPE guidelines and requirements to ensure adequacy and standardization. An EPE guide for each crew position will be developed detailing the evaluation areas and conduct of the EPE.

1.9.7.2. Examinees may use publications which are available in-flight.

1.9.7.3. Examinees receiving an overall EPE grade of unqualified (U) will be placed in supervised status until recommended additional training and re-evaluation are completed. If failure is due to unsatisfactory Boldface/CAPs accomplishment, examinee will not be permitted to fly in their aircrew position until a successful re-evaluation is accomplished.

1.9.7.4. See respective crewmember chapters in this instruction for additional guidance.

1.9.8. No-Notice Evaluations (N/N). Evaluate aircrew on any mission, local training sortie, or ATD sortie. Evaluatee will be notified of the evaluation IAW AFI 11-202V2. Publish additional unit-specific N/N notification requirements in the local supplement.

1.9.9. Evaluation Prefixes. Use AFI 11-202V2 evaluation prefixes (e.g. INIT, RQ) for AF Form 8, *Certificate of Aircrew Qualification*, and AF Form 942, *Record of Evaluation*.

1.9.9.1. Identify unique mission-type evaluation (ones that do not have a specific prefix associated with them) descriptions on AF Form 8, Examiner's Remarks, A. Mission Description.

1.10. Grading Policies.

1.10.1. The overall qualification level awarded on an evaluation is based on performance during both the flight and ground phases. This grade should be awarded only after all evaluation requirements have been completed and given due consideration.

1.10.2. To receive a qualified grade on an evaluation, the aircrew member must satisfy the criteria set forth for that evaluation and demonstrate ability to operate the aircraft and/or equipment safely and effectively during all phases of the evaluation.

1.10.3. Use the grading criteria in this instruction to grade areas/subareas accomplished during an evaluation.

1.10.3.1. The flight examiner must grade the areas/subareas listed as "required" in the general and specific evaluation sections of this instruction.

1.10.3.2. The flight examiner may grade any area/subarea accomplished during an evaluation if performance in that area/subarea impacts the specific evaluation accomplished or flight safety.

1.10.4. When flight evaluation of a required area is not possible, the area may be verbally evaluated. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision. See chapter 2 for areas prohibited from verbal or ATD evaluation.

1.10.5. Grading criteria tolerances assume smooth air and stable aircraft conditions. Minor momentary deviations are acceptable, provided the examinee applies prompt corrective action and such deviations do not jeopardize flight safety. Consider cumulative deviations when determining the overall grade.

1.10.5.1. If the flight manual recommends a specific airspeed range for performance of a maneuver, the flight examiner will apply the grading criteria to the upper and lower limits of that range.

1.10.5.2. Flight examiners will use the grading criteria in this instruction to assist in determining proper grades, not to replace flight examiner judgment.

1.11. Grading System. Refer to AFI 11-202V2 for specific guidance.

1.11.1. Critical Areas. Critical areas require adequate accomplishment by the aircrew member in order to successfully achieve the mission objectives. If an aircrew member receives an unqualified grade in any critical area, the overall grade for the evaluation will

also be unqualified. Critical areas are identified by “**Critical**” in the areas’ title and shading of Q- block on AF Form 3862, *Flight Evaluation Worksheet*, (see [Attachment 2](#)).

1.12. Conduct of Evaluations.

1.12.1. Flight examiners will pre-brief the examinee on the conduct, purpose, requirements of the evaluation, and all applicable evaluation criteria. Flight examiners will then evaluate the examinee in each graded area/subarea.

1.12.1.1. Flight examiners should not evaluate personnel they have primarily trained or recommended for upgrade evaluation.

1.12.2. Unless otherwise specified, flight examiners may conduct the evaluation in any crew position/seat which will best enable the flight examiner to observe the examinee’s performance.

1.12.3. Note discrepancies and deviations from prescribed tolerances and performance criteria during the evaluation. Compare the examinee’s performance with the tolerances provided in the grading criteria and assign an appropriate grade for each area.

1.12.3.1. An evaluation will not be changed to a training mission to avoid documenting substandard performance, nor will a training mission be changed to an evaluation.

1.12.3.2. The judgment of the flight examiner, guidance provided in AFI 11-202V2, and this Instruction will be the determining factors in assigning an overall grade. The flight examiner will thoroughly critique all aspects of the flight. During the critique, the flight examiner will review the examinee’s overall rating, specific deviations, area/subarea grades assigned, and any additional training required.

1.12.3.3. In the event of unsatisfactory performance, the flight examiner will determine additional training requirements. Additional training should not be accomplished on the same flight. **EXCEPTION:** Additional training on the same flight is acceptable when, in the evaluator’s judgment, unique situations presenting training opportunities exist. This option requires the flight examiner’s judicious application. When used, the examinee will be informed of exactly when the additional training begins and ends.

1.12.4. A flight examiner other than the one who administered the original evaluation should administer any re-evaluations.

1.12.5. ATD may be used to accomplish additional training and re-evaluations. Areas for additional training and re-evaluation should be limited to those areas/subareas that can be realistically accomplished in the ATD.

1.13. Unsatisfactory Performance.

1.13.1. Conduct a thorough post-mission debriefing to the examinee and applicable aircrew members on all aspects of the evaluation.

1.13.2. Immediately correct breaches of flying safety or flight discipline. When an examinee jeopardizes safety of flight, the evaluator may assume the duties of that aircrew member. This does not mean the flight examiner must assume the examinee’s position any time unsatisfactory performance is observed.

1.13.3. Assign a qualification level of Q-3 for unsatisfactory performance in any critical area/subarea or if the flight examiner assumes the examinee's duties.

1.13.4. Immediately notify the examinee's squadron commander or operations officer when less than Q-1 performance is observed.

1.13.5. Unsatisfactory performance in a non-critical area/subarea will result in no higher than a qualification level Q-2.

1.13.6. Flight examiners observing unsatisfactory performance by a crewmember other than the examinee (including one in a different crew position) will comply with the requirements in AFI 11-202V2.

1.14. Use of AF Form 3862, *Flight Evaluation Worksheet*. Units (normally OGV) will overprint AF Form 3862, using the examples at **Attachment 2**, for use as an evaluation worksheet. Copy each title, area number and text (in the order illustrated), and shading to the appropriate blocks. Units may add special interest items and/or local evaluation requirements. In-flight, use the worksheet to ensure all required areas are evaluated. Record all positive and negative trend information and aircrew member's performance. Sign and file the worksheet or draft copy of the AF Form 8 in the aircrew member's Flight Evaluation Folder (FEF) immediately after the flight evaluation as a temporary record of the evaluation. Maintain until the completed AF Form 8 is added to the FEF.

1.14.1. Evaluation worksheets produced using approved computer-based stan/eval programs in lieu of AF Form 3862 are authorized.

1.15. Aircrew Testing. See specific testing requirements in AFI 11-202V2 and include the following:

1.15.1. Open Book Exam. Requisite for QUAL evaluations.

1.15.2. Closed Book Exam. Requisite for QUAL evaluations.

1.15.3. Instrument Exam. Requisite for INSTM evaluations.

1.15.4. Instructor Exam. Requisite for all INSTR evaluations. A portion of the open book examination administered to flight instructors will include instructor related questions. A separate instructor open book examination is not required for periodic evaluations. For difference-/multiple-qualified crewmembers, INSTR evaluations in additional MDS aircraft do not require an additional instructor exam for current qualified instructors.

1.15.5. Boldface/CAPs. Requisite for QUAL evaluations (if applicable).

1.16. Evaluation Profiles. Evaluators will complete all required areas of the flight evaluation worksheet in addition to the areas required for a specific MDS.

1.16.1. Unit OGV will ensure simulator profiles include all areas/subareas; annotate those areas that are ATD creditable. Profiles shall limit verbal evaluation of subareas as much as possible.

1.17. Multiple Qualifications. Approval authority for multiple qualifications in two or more different MDS aircraft (e.g., C-38A and C-40C) is IAW AFI 11-202V1, AFI 11-2C-38V1, and associated MAJCOM supplements.

1.17.1. Multiple-qualified crewmembers will complete all training requirements and initial/periodic evaluations in each aircraft.

1.18. Senior Officer Requirements. See AFI 11-401, AFI 11-202V1, and AFI 11-2VIPV1.

1.18.1. Senior Officer Course (SOC). Completion of Senior Officer Course (SOC) requires successful accomplishment of a qualification evaluation in the aircraft or ATD.

1.18.2. **Senior Officer Familiarization.** Senior Officer Familiarization training (typically some combination of ground and simulator training) does not result in an AF Form 8.

Chapter 2

PILOT EVALUATIONS

2.1. General. This chapter standardizes initial, periodic, and requalification evaluations, including the requirements for instrument, qualification, mission, and instructor evaluations. The examinee must satisfactorily demonstrate the ability to perform all pilot duties safely and effectively, including the operation of appropriate aircraft systems, IAW applicable flight manuals and Air Force Instructions (AFIs).

2.2. QUAL/MSN Evaluations. Log mission evaluations with qualification/requalification requirements (e.g. INIT QUAL/MSN). Include all areas under GENERAL and QUALIFICATION/MISSION. May be accomplished in aircraft or simulator.

2.2.1. Simulator Evaluations. Units may conduct a full motion simulator evaluation in conjunction with all initial, periodic and requalification QUAL evaluations. The evaluator will determine the fidelity of the simulator in the event of inoperative simulator function(s). Accomplish INSTM evaluation in combination with QUAL/MSN evaluation if all applicable instrument approaches were accomplished. Use a contractor-developed scenario or a unit Stan/Eval-approved and flight examiner-provided scenario during the evaluation. Flight examiner-provided scenarios must be coordinated with the contractor before the evaluation to ensure compatibility with ATD software. Evaluate areas/subareas that are ATD-creditable training events in AFI 11-2VIPV1.

2.2.2. Qualification.

2.2.2.1. Qualification. Initial qualification evaluation is conducted in the G100 ATD. Upon completion of an Initial Qualification Evaluation, the aircraft type will be documented as "C-38" on the AF Form 8. Subsequent Qualification evaluations are conducted in approved ATD and/or aircraft.

2.2.3. Evaluator Notes.

2.2.3.1. Evaluate pilots in a random selection of abnormal and emergency procedures and knowledge of Bold Face or CAPs items, if applicable.

2.2.3.2. As a minimum, all pilots must demonstrate at least one all engine approach, one all engine missed approach, one engine out approach, and one engine out missed approach. These items may not be verbally evaluated.

2.2.3.3. Evaluate pilots on pilot monitoring/pilot not flying duties.

2.2.3.4. Evaluate tactics certified pilots on tactical procedures during the MSN evaluation. **EXCEPTION:** Tactics procedures not required to be evaluated for Senior Officer Course graduates.

2.2.4. Senior Officer Evaluations. For all Senior Officer Course initial, periodic and requalification evaluations, include all areas under GENERAL, INSTRUMENT, and QUALIFICATION/MISSION.

2.2.4.1. Evaluate Senior Officers in a random selection of Bold Face or CAPs items, if applicable.

2.2.4.2. As a minimum, evaluate aborted takeoff, engine failure takeoff continued, all engine approach, and all engine landing.

2.2.4.3. When completing AF Form 8, check the "Restrictions" block and add the following remark: "Must fly under direct IP supervision during critical phases of flight."

2.3. INSTM Evaluations. Evaluate all areas under INSTRUMENT. May be accomplished in aircraft or simulator.

2.3.1. As a minimum, all pilots must demonstrate at least one precision approach and two non-precision approaches. These items may not be verbally evaluated.

2.3.2. Evaluate at least one ground-based NAVAID non-precision approach and a circling approach. If aircrew member and aircraft are RNAV/GPS, LNAV/VNAV, RNAV(RNP) certified, evaluate appropriate procedures.

2.3.3. May combine INSTM evaluation with the QUAL/MSN evaluation.

2.4. Operational Mission Evaluations (OME). All pilots will complete a one-time operational mission evaluation (OME) prior to certification as PIC. OMEs will not be conducted on training missions.

2.4.1. Document OME on the AF Form 8 as a "SPOT" evaluation and include the following comment under the examiner's remarks: "Enroute Qualified".

2.4.2. OME Mission Profiles. Conduct an OME on a mission consisting of at least two mission legs with the DV/VIP onboard. The mission profile must have a different departure and arrival base, and an off-station RON. Evaluatee must accomplish at least one instrument approach, and landing. OG/CC (or equivalent) is waiver authority to this paragraph.

2.5. INSTR Evaluations. Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide corrective action. As a minimum, examinee will demonstrate/instruct a variety of instrument/visual approaches and touch and go landings. Conduct initial or requalification instructor evaluations with a qualified pilot occupying the other seat.

2.5.1. If realigning evaluation eligibility period, the evaluation will include all areas under GENERAL, QUALIFICATION/MISSION, INSTRUMENT, and INSTRUCTOR. This evaluation will have a flight phase description of INIT INSTR QUAL/INSTM/MSN for initial instructors.

2.5.2. Initial Instructor. For initial instructor evaluations, examinee will occupy the right seat for the instructor portion of the evaluation.

2.5.3. Periodic instructor evaluations will be administered in conjunction with required instrument and qualification evaluations and require all areas/subareas in GENERAL, QUALIFICATION/MISSION, INSTRUMENT, and INSTRUCTOR. Periodic instructor evaluation may be conducted in either seat.

2.6. Emergency Procedures Evaluation (EPE). Evaluate a crewmember's knowledge of emergency procedures and systems knowledge during all initial, requalification and periodic evaluations. Evaluate pilot's knowledge of emergency procedures and systems knowledge in the simulator portion of all QUAL/INSTM/MSN evaluations or by use of a ground evaluation period

2.7. Pilot Grading Criteria.

2.7.1. GENERAL. Area 1, Directives and Publications.

Q Possessed a high level of knowledge of all applicable aircraft publications and procedures and understood how to apply both to enhance mission accomplishment. Publications were current and properly posted.

Q- Unsure of some directives but could locate information in appropriate publications. Publications were current but improperly posted.

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

Area 2, Mission Preparation/Planning/Performance.

Q Checked all factors applicable to flight such as: weather, NOTAMs, alternate airfields, airfield suitability, fuel requirements, charts, etc. Displayed a high level of knowledge of performance capabilities and operating data. Evaluate the performance data intended for use during takeoff/landing after final adjustments and corrections have been made:

VI, Vr, V2, flap retract, slat retract, Vmm: +/-3 KIAS

NI setting: +/-0.3%, EPR +/- 0.15

Critical Field Length (CFL): +/-500 feet and suitable for takeoff/landing

Landing speeds: +/-3 KIAS

Q- Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Marginal knowledge of performance capabilities and/or operating data. Performance calculations exceeded Q limits but did not exceed:

VI, Vr, V2, flap retract, slat retract, Vmm: +/-5 KIAS

NI setting: +/-0.6%, EPR +/- .20

Critical Field Length (CFL): +/-800 feet and suitable for takeoff/landing

Landing speeds: +/-5 KIAS

U Made major errors or omissions, which would have prevented a safe or effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data. Performance calculations exceeded Q- limits.

Area 3, Use of Checklists.

Q Consistently used and called for the correct checklist and gave the correct response at the appropriate time throughout the mission.

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

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

Area 4, Safety Consciousness (Critical).

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

U Not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. Attempted to operate the aircraft in a dangerous manner.

Area 5, Judgment/Compliance (Critical).

Q Prepared and completed mission in compliance with existing regulations and directives. Demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

U Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner. Failed to comply with a procedure that could have jeopardized safety or mission success.

Area 6, Crew Coordination/Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and use AF Form 4031, *CRM Skills Criteria Training/Evaluation Form*, as a reference.

Q Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other crewmembers' duties and responsibilities. Effectively applied CRM skills throughout the mission.

Q- Crew coordination adequate to accomplish mission. Demonstrated limited knowledge of other crewmembers' duties and responsibilities.

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

Area 7, Communication Procedures.

Q Complete knowledge of, and compliance with the correct communications procedures. Makes radio, data, and interphone transmissions concise with proper terminology. Complied with and acknowledged all required instructions including successful operation of all IFF/SIF Modes.

Q- Occasional deviations from procedures that required re-transmissions or resetting codes. Slow in initiating or missed several required radio calls, data transmissions. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Difficulty configuring/coding IFF/SIF Mode 4 without mission impact.

U Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio calls and data transmissions. Unable to configure/IFF/SIF Modes with direct impact on mission success.

Area 8, Life Support Systems/Egress.

Q Displayed thorough knowledge of location and use of life support systems and equipment. Demonstrated and emphasized the proper operating procedures used to operate aircraft egress devices such as doors, windows, hatches, slide rafts, and escape ropes/pulleys.

Q- Limited knowledge of location and use of life support systems and equipment. Unsure of the proper operating procedures used to operate some of the aircraft egress devices.

U Displayed unsatisfactory knowledge of location and use of life support systems and equipment. Unable to properly operate aircraft egress devices or egress the aircraft.

Area 9, Knowledge/Completion of Forms.

Q All required forms and/or flight plans were complete, accurate, readable, accomplished on time and IAW applicable directives. Related an accurate debrief of significant events to applicable agencies (intelligence, maintenance, etc.)

Q- Minor errors on forms and/or flight plans did not affect conduct of the mission. Incorrectly or incompletely reported some information due to minor errors, omissions, and/or deviations.

U Did not accomplish required forms and/or flight plans. Omitted or incorrectly reported significant information due to major errors, omissions, and/or deviations.

Area 10, Airmanship/Situational Awareness.

Q Executed the assigned mission in a timely, efficient manner. Demonstrated strict professional flight and crew discipline throughout all phases of flight. Conducted the flight with a sense of understanding and comprehension.

Q- Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Resources were not always effectively used to the point that specific mission objectives were not achieved.

U Decisions or lack thereof, resulted in failure to accomplish the assigned mission. Failed to exhibit strict flight and crew discipline.

2.7.2. **QUALIFICATION/MISSION.** Use the criteria in [Table 2.1](#) as a general tolerance for airspeed, altitude, and heading/course.

Table 2.1. General Pilot Tolerances.

Use the following criteria as general tolerances for airspeed, altitude, and heading/course:	
Q	<i>Airspeed: +10/-5 KIAS Altitude: ± 100 feet Heading/Course: ± 5 degrees</i>
Q-	Exceeds Q criteria but does not exceed: <i>Airspeed: +15/-5 KIAS Altitude: ± 200 feet Heading/Course: ± 10 degrees</i>
U	Exceeds Q- criteria.
NOTE 1: Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed “minus” tolerance is based on minimum maneuvering speed for aircraft configuration.	
NOTE 2: Add 5 KIAS, 50 feet (when practical) and 2 degrees to all engines operating criteria for operations with an engine out.	

Area 11, Ground Operations/Taxi.

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

Q- Same as above except for minor procedural deviations that did not detract from mission effectiveness.

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

Area 12, Takeoff.

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

Q- Minor deviations from published procedures without affecting safety of flight. Control was rough or erratic. Hesitant in application of procedures/corrections.

U Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures.

Area 13, Radar Operations/Weather Avoidance/Windshear.

Q Effectively demonstrated procedures for operating weather radar. Updated weather radar/analysis throughout the mission. Highly knowledgeable of windshear detection, procedures and use of avoidance equipment. Used all available sources to determine if and/or to what degree severe weather conditions exist. Complied with all weather separation and windshear avoidance procedures.

Q- Minor deviations observed when operating weather radar. Did not update radar/weather analysis during worsening weather conditions. Limited knowledge of windshear detection, procedures and use of avoidance equipment.

U Unable to demonstrate proper use of weather radar. Failed to update radar/weather analysis during the mission. Displayed unsatisfactory knowledge of windshear detection, procedures and use of avoidance equipment. Failed to comply with weather separation or windshear avoidance directives that could have jeopardized safety or mission success.

Area 14, Fuel Planning/Conservation.

Q Possessed a high level of knowledge of all applicable aircraft publications and directives and understood how to apply both to enhance fuel conservation and fuel planning. Fully understands dispatch flight management procedures and CAT I, procedures (if applicable). Successfully applied fuel conservation procedures in all areas of the mission with less than 10% unidentified extra.

Q- Possessed some knowledge of applicable aircraft publications and directives and understood how to apply both to enhance fuel conservation and fuel planning. Some understanding of dispatch flight management procedures and CAT I, procedures (if applicable). Successfully applied some fuel conservation procedures, but failed to apply fuel conservation procedures in areas of the mission and planned with more than 10% unidentified extra.

U Unaware of fuel conservation procedures. Unable to fuel plan. No understanding of dispatch flight management procedures and CAT I, procedures (if applicable). Failed to apply fuel conservation procedures on the mission.

Area 15, VFR Pattern.

Q Performed traffic pattern and turn to final/final approach IAW published procedures. Aircraft control was smooth and positive (not applicable if verbally debriefed). Constantly cleared area of intended flight.

Q- Performed traffic pattern and turn to final/final approach with minor deviations to procedures as published/directed. Aircraft control was safe but not consistently smooth and positive (not applicable if verbally debriefed). Over/under shot final approach, but was able to intercept normal glide path. Adequately cleared area of intended flight.

U Did not perform traffic pattern and/or turn to final/final approach IAW published procedures. Displayed erratic aircraft control. Did not clear area of intended flight.

Area 16, Landings. Use Table 2.2 for landings and all subareas under landings.

Table 2.2. Landing Tolerances.

Q	Performed landings as published/directed IAW flight manual and met the following criteria: <i>Airspeed: +5/-0 KIAS with proper wind corrections</i> <i>Touchdown zone: 800-3,000 feet</i> <i>Centerline: ±15 feet left or right</i> <i>Threshold Crossing Height (TCH): +25/-0 feet</i>
Q-	Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab. Exceeded Q criteria but not the following: <i>Airspeed: +10/-5 KIAS with proper wind corrections</i> <i>Touchdown zone: Threshold-3,500 feet</i> <i>Centerline: ±25 feet left or right</i> <i>TCH: +50/-0 feet</i>
U	Landing not performed as published/directed. Did not include wind corrections on any landings. Exceeded Q- criteria.
NOTE 1: Specific items to evaluate include threshold altitude/airspeed, runway alignment, flare, touchdown, and crosswind landings.	
NOTE 2: Airspeed tolerances apply to computed threshold speed.	
NOTE 3: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out.	

Subarea 16A, Full Flap.**Subarea 16B, Partial Flap.****Subarea 16C, Engine Out.****Subarea 16D, Touch and Go.****Area 17, Landing Roll/Braking/Reverse Thrust.**

Q Performed as published/directed IAW flight manual. Braking action and reverse thrust actuation prompt and smooth. Thrust reverser idle speed limits observed.

Q- Performed landings with minor deviation to procedures as published/directed. Braking action and reverse thrust actuation unnecessarily delayed or not smooth. Thrust reverser idle speeds unintentionally not observed.

U Landing not performed as published/directed. Braking or reverse thrust excessively delayed or actuated prior to touchdown. Thrust reverser idle speeds disregarded.

Area 18, All Engine Go-Around (GA).

Q Initiated and performed go-around promptly and IAW flight manual and directives. Applied smooth control inputs. Acquired and maintained a positive climb.

Q- Slow or hesitant to initiate go-around. Slightly over-controlled the aircraft. Minor deviations did not affect mission accomplishment or compromise safety.

U Did not initiate go-around when appropriate or directed. Major deviations or misapplication of procedures could have led to an unsafe condition.

Area 19, Engine Out Operations. Use approach criteria for the type of approach flown.

Q Proper control inputs were used to correct asymmetric condition. Aircraft was properly trimmed. Proper consideration was given to maneuvering the aircraft with regard to the engine out condition. Maintained criteria in **Table 2.1 (NOTE 2)**.

Q- Minor deviations in aircraft control allowed the aircraft to occasionally fly uncoordinated flight. Momentarily deviated from criteria in **Table 2.1 (NOTE 2)**.

U Aircraft was not properly trimmed. Aircraft control was erratic and consistently resulted in uncoordinated flight. Maneuvering the aircraft with regard to the engine out condition was potentially unsafe. Exceeded Q- criteria in **Table 2.1 (NOTE 2)**.

Area 20, Engine Out GA/Engine Failure Takeoff Continued (EFTOC).

Q Performed all required procedures IAW the flight manual and directives. Applied smooth, positive, and coordinated control inputs. Followed proper EFTOC/MAP routing. Rudder and aileron inputs were in correct direction.

Q- Procedural errors were made which did not affect safety. Aircraft control was not consistently smooth and positive. Slow to follow proper EFTOC/MAP routing. Rudder and aileron inputs were in correct direction but some over/under control.

U Rudder and/or aileron inputs were incorrect. Exceeded Q- criteria.

Area 21, Boldface Emergency Procedures/CAPs (As Applicable) (Critical).

Q Correct, immediate responses. Maintained aircraft control. Coordinated proper crew actions.

U Incorrect sequence, unsatisfactory response, or unsatisfactory performance of corrective actions.

Area 22, Other Observed Emergency Procedures.

Q Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective action for each type of malfunction. Effectively used available aircrew aids and checklists.

Q- Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

U Attempted to exceed limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklists or available aids effectively.

Area 23, Systems Operations/Knowledge/Limitations.

Q Demonstrated/explained a complete knowledge of aircraft systems operations/limitations and proper procedural use of systems.

U Marginal knowledge of aircraft systems operations and limitations in some areas. Used individual technique instead of established procedure and was unaware of differences.

Q- Unsatisfactory systems knowledge. Unable to demonstrate/explain the procedures for aircraft systems operations.

Area 24

This section not used.

Area 25, Knowledge of Tactical Procedures.

Q Demonstrated thorough knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives.

Q- Demonstrated satisfactory knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives, but minor errors or omissions detracted from mission effectiveness.

U Displayed inadequate knowledge of procedures and restrictions. Major errors or omissions precluded compliance with directives or safe mission accomplishment.

2.7.3. **INSTRUMENT.** Use **Table 2.3** as general tolerances for airspeed, level-off altitude, and heading/course with all engines operating:

Table 2.3. Instrument Tolerances.

Q	<i>Airspeed: +10/-0 KIAS Level-off Altitude: ± 100 feet Heading/Course: ± 5 degrees</i>
Q-	<i>Exceeds Q criteria but does not exceed: Airspeed: +15/-5 KIAS Level-off Altitude: ± 200 feet Heading/Course: ± 10 degrees</i>
U	Exceeds Q- criteria.
NOTE 1: Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed “minus” tolerance is based on minimum maneuvering speed for aircraft configuration.	
NOTE 2: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out.	

Area 27, Instrument Departure Procedure.

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

Q- Minor deviations in navigation occurred during departure. Slow to comply with controlling agency instructions or unsure of reporting requirements. Slow to apply course/heading corrections. Aircraft control was not consistently smooth and positive.

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

Area 28, Enroute Navigation.

Q Satisfactory capability to navigate using all available means. Used appropriate navigation procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.

Fix-to-Fix: +/-3 NM

TACAN/VOR-DME Arc: ± 2 NM

Q- Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course. Slow to adjust for deviations in time and course. Exceeded Q criteria but not by more than the following:

Fix-to-Fix: +/-5 NM

TACAN/VOR-DME Arc: ± 4 NM

U Major errors in procedures/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- criteria.

Area 29, Holding.

Q Performed entry and holding IAW published procedures and directives.

Timing: +/-15 seconds

DME: +/-2 DME

EAC: +/- 2 minutes (if assigned)

Q- Performed entry and holding procedures with minor deviations. Exceeded Q criteria, under instrument tolerances.

Timing: +/-20 seconds

DME: +/-3 DME

U Holding was not IAW flight manual, directives, or published procedures. Exceeded Q-criteria, under instrument tolerances.

Area 30, Use of NAVAIDs.

Q Ensured required NAVAIDs were properly tuned, identified, and monitored.

Q- Some deviations in tuning, identifying, and monitoring NAVAIDs.

U Did not ensure NAVAIDs were tuned, identified, and monitored.

Area 31, Descent/Arrival.

Q Performed descent as directed. Complied with all flight manual, controlled-issued, or STAR restrictions in a proficient manner. Accomplished all required checks.

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

U Performed descent with major deviations. Did not accomplish required checks. Erratic corrections. Exceeded flight manual limitations.

Area 32, Precision Approaches. Use **Table 2.4** as general tolerances for airspeed, altitude, heading, glide slope, and azimuth for precision approaches and all subareas under precision approaches:

Table 2.4. Precision Tolerances.

Q	<p><i>Airspeed: +10/-0 KIAS</i></p> <p><i>Altitude: Initiated missed approach at decision height +50/-0 feet</i></p> <p><i>Heading: ±5 degrees of controller's instructions (PAR)</i></p> <p><i>Glide Slope: Within one dot (ILS)</i></p> <p><i>Azimuth: Within one dot (ILS)</i></p>
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Q-	<i>Exceeds Q criteria but does not exceed: Airspeed: +15/-5 KIAS Altitude: Initiated missed approach at decision height +100/-0 feet Heading: ± 10 degrees of controller's instructions (PAR) Glide Slope: Within one dot low, two dots high (ILS) Azimuth: Within two dots (ILS)</i>
U	<i>Exceeds Q- criteria.</i>
NOTE 1: Airspeed tolerances are based on computed approach speed.	

Subarea 32A, PAR.

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

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

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

Subarea 32B, ILS.

Q Approach was IAW published procedures. Smooth and timely corrections to azimuth and glide slope/VNAV path. Complied with decision height/altitude. Position would have permitted a safe landing. Maintained glide path with only minor deviations.

Q- Performed approach with minor deviations. Slow to make corrections. Slow to comply with decision height/altitude. Position would have permitted a safe landing. Improper course/glide path control.

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

Area 33, Non-Precision Approaches. Use **Table 2.5** as general tolerances for airspeed, altitude at MDA, heading, course, timing, and distance with all engines operating for non-precision approaches and all subareas under non-precision approaches:

Table 2.5. Non-Precision Tolerances.

Q	<p>Approach was IAW published procedures. Used appropriate descent rate to arrive at MDA/DDA/DA at or before VDP/MAP. Maintained LNAV course and/or VNAV path IAW procedures. Position would have permitted a safe landing. Smooth and timely response to controller's instructions (ASR).</p> <p><i>Airspeed: +10/-0 KIAS</i></p> <p><i>MDA: +100/-0 feet</i></p> <p><i>Course: ± 5 degrees at MAP (NDB, VOR, TACAN), less than one dot deflection (LOC), ANP <RNP for RNAV/GPS approach</i></p>
Q-	<p>Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Slow to correct to LNAV course prior to MDA/DDA. Position would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR). Exceeded Q criteria but does not exceed:</p> <p><i>Airspeed: +15/-5</i></p> <p><i>MDA: +150/-0 feet</i></p> <p><i>Course: ± 10 degrees at MAP (NDB, VOR, TACAN), more than one dot but less than two dot deflection (LOC, RNAV/GPS) ANP <RNP only at LNAV MDA</i></p>
U	<p>Approach not IAW published procedures. Maintained steady-state flight below the MDA. Unable to maintain ANP <RNP below LNAV MDA. Position would not have permitted a safe landing. Exceeded Q- criteria.</p>
<p>NOTE 1. Airspeed tolerances are based on computed approach speed.</p>	

Subarea 33A, NDB.

Subarea 33B, Localizer Back Course.

Subarea 33C, ASR.

Subarea 33D, TACAN.

Subarea 33E, VOR.

Subarea 33F, RNAV/GPS.

Area 34, Circling Approach.

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

Q- Slow to identify aircraft category for the approach and remained within the lateral limits for that category. Slow to comply with controller's instructions. Attained runway alignment, but occasionally required erratic maneuvering.

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

Area 35, Missed Approach.

Q Executed missed approach IAW published procedures. Complied with controller's instructions. Applied smooth control inputs.

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

U Did not execute missed approach IAW flight manual or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures may have led to an unsafe condition. Exceeded Q- criteria.

Area 36, Automation Management.

Q Established/followed guidelines for the operation of automated systems; aware of when systems should be disabled. Established/followed Pilot Flying (PF) and Pilot Monitoring (PM) responsibilities with regard to automated systems. Periodically reviewed and verified the status of aircraft automated systems. Allowed sufficient time for programming the FMS. Used automated systems at appropriate levels to reduce workload, but reduced or disengaged level of automation when programming demands could have reduced situational awareness or created work overloads.

Q- Had limited knowledge of guidelines for the operation of automated systems; unclear as to when systems should be disabled. Slow to establish/follow Pilot Flying (PF) and Pilot

Monitoring (PM) responsibilities with regard to automated systems. Slow to review and verify the status of aircraft automated systems. Did not always allow sufficient time for programming the FMS. Inconsistently used automated systems at appropriate levels.

U Did not establish/follow guidelines for the operation of automated systems; unaware of when systems should be disabled. Did not establish/follow Pilot Flying (PF) and Pilot Monitoring (PM) responsibilities with regard to automated systems. Did not periodically review and verify the status of aircraft automated systems. Failed to allow sufficient time for programming the FMS. Did not use automated systems at appropriate levels, to decrease workload. Did not reduce or disengage level of automation when programming demands reduced situational awareness or created work overloads.

2.7.4. INSTRUCTOR. Area 38, Instructor Ability (Critical).

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

U Unable to effectively communicate or provide timely feedback to the student. Gave instruction that was unsafe or contradicted published directives. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

Area 39, Demonstrations of Maneuvers (Critical).

Q Effectively demonstrated correct procedures, systems operation, or flight maneuvers. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

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

Area 40, Student Briefing/Critique (Critical).

Q Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. During the critique, demonstrated an effective ability to reconstruct the flight, offer mission analysis, and provide guidance, where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre-briefed the student's next mission, if required.

U Briefings were marginal or non-existent. Did not review students past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual

performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

2.7.5. ENROUTE (Aircraft Commander Only). Area 41, Aircraft Commander Responsibilities.

Q Was thoroughly aware of aircraft commander's responsibilities and performed them adequately to allow for mission accomplishment without major discrepancies.

Q- Was somewhat familiar with aircraft commander responsibilities. Some problems arose which could have been avoided with better leadership/planning but mission accomplishment was unaffected.

U Was unsure of aircraft commander responsibilities and would have hindered the accomplishment of the mission if evaluator did not intervene.

Area 42, Flight Progress.

Q Kept mission on time to the best of the aircrew's capabilities. Timely notification to required agencies of departure and arrival information and maintenance discrepancies.

Q- Minor deviation(s) in itinerary caused by insufficient management. Notification to required agencies of departure and arrival information and maintenance discrepancies were sometimes late.

U Mission was delayed or degraded due to insufficient management by the evaluatee. Notification to required agencies of departure and arrival information and maintenance discrepancies were not accomplished.

Area 43, Passenger Contact.

Q Worked closely with the passenger contact to ensure accurate itinerary details and passenger requirements.

Q- Slow to interact with the passenger contact that caused (or led to) minor itinerary problems. Did not adversely affect mission accomplishment.

U Did not interact with the passenger contact. Led to miscommunications between aircrew and party, which hampered mission accomplishment.

Area 44, Enroute Procedures.

Q Accurately planned and performed enroute portion of mission to include compliance with ATC and diplomatic requirements.

Q- Planning of enroute portion of mission was not always complete. In-flight performance was adequate and no ATC or diplomatic requirements were violated.

U Enroute planning was inadequate. Violated ATC instructions or diplomatic requirements.

Area 45, Post Flight/RON Procedures.

Q Accomplished required checklists and ensured required aircraft servicing was completed. Managed crew to ensure their location and departure times were always known.

Q- Slow to complete required checklists or ensure required aircraft servicing was completed. Was sometimes unaware of a crewmember's location during crew rest. Was slow to set an adequate hotel departure time and pass information to the crew.

U Did not accomplish the required checklists and aircraft was not properly serviced. Unaware of crewmembers' location during crew rests. Inadequate hotel departure time established causing mission delay. Communication to crew during crew rest was inadequate.

Area 46, Aircraft Security.

Q Ensured security requirements were met IAW appropriate directives.

Q- Was sometimes unaware of security requirements, but ensured they were met when researched.

U Was unaware of security requirements, which led to evaluator intervention to ensure they were met.

Area 47, Block Time Procedures.

Q Was knowledgeable of block time procedures and set realistic times. Block times (when mission dictates) were, at the top of descent, within five minutes when conditions beyond the examinee's control were favorable (i.e. ATC re-routings, weather).

Q- Was somewhat knowledgeable of block time procedures and set realistic times. Block times (when mission dictates) were, at the top of descent, within ten minutes when conditions beyond the examinee's control were favorable.

U Was not knowledgeable of block time procedures and set unrealistic times. Block times (when mission dictates) were, at the top of descent, not within ten minutes even when conditions beyond the examinee's control were favorable.

Area 48, Diplomatic Clearances.

Q Obtained or requested all required diplomatic clearances and followed up as necessary.

Q- Obtained or requested all required diplomatic clearances but failed to follow up as necessary. Omission could have delayed the mission.

U Failed to request necessary diplomatic clearances and the mission was delayed.

2.8. UNIT. Include MAJCOM-specific and local evaluation areas in unit supplement to this instruction. Include the evaluation areas on AF Form 3862. See paragraph 1.14 in this instruction for further information.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans & Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-2C-38V1 20 April 2006 AFI 11-2C-38V3, Pending
 AFI 11-202V1, *Aircrew Training*, 22 November 2010
 AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 13 September 2010
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 AFI 11-215, USAF *Flight Manuals Programs (FMP)*, 22 December 2008
 AFI 11-218, *Aircraft Operations and Movement on the Ground*, 11 May 2005
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 AFI 11-401, *Aviation Management*, 10 December 2010
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 AFMAN 33-363, *Management of Records*, 1 March 2008
 AFPD 11-2, *Aircraft Rules and Procedures*, 14 January 2005

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*, 8 Dec 2006
 AF Form 673, *Air Force Publication/Form Action Request*, 1 Apr 2010
 AF Form 847, *Recommendation for Change of Publication*, 22 Sep 2009
 AF Form 3862, *Flight Evaluation Worksheet*, 6 Jun 2006
 AF Form 4031, *CRM Skills Criteria Training/Evaluation Form*, 1 Mar 1998

Abbreviations and Acronyms

AO—Aeronautical order
ATC—Air Traffic Control
ATD—Aircrew Training Device
CAP—Critical Action Procedure
CSM—Commander Support Mission
CSO—Communication Systems Operator
DA (H)—Barometric Decision Height
ELT—Emergency Locator Transmitter
EOC—End of Course
EPE—Emergency Procedures Evaluation

FCIF—Flight Crew Information File

FEF—Flight Evaluation Folder

FMS—Flight Management System

FP—First Pilot

GA—Go-Around

GPS—Global Positioning System

ILS—Instrument Landing System

IMT—Information Management Tool (IAW AFI 33-360, Publications and Forms Management, the IMT designator is being phased out, but will continue to be used until all publications and forms bearing the IMT reference are updated. The IMT designator has been replaced by “Form” in this AFI.)

KIAS—Knots Indicated Airspeed

MDA—Minimum Descent Altitude

MDS—Mission Design Series

MQF—Master Question File

OME—Operational Mission Evaluation

OST—Off-Station Trainer

PAR—Precision Approach Radar

PIC—Pilot-in-Command

QRH—Quick Reference Handbook

RON—Remain Overnight

RQ—Re-qualification

RNAV—Area Navigation

SAM—Special Air Mission

SID—Standard Instrument Departure

SQB—Secure Question Bank

TCH—Threshold Crossing Height

VIP—Very Important Person

VIPSAM—Very Important Person Special Air Mission

