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SECRETARY OF THE AIR FORCE**

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VOLUME 2**



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Flying Operations

KC-10 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and references AFI 11-202, Volume 3, *General Flight Rules*, as well as Air Force Tactics Techniques and Procedures (AFTTP) 3-3.KC-10. It establishes evaluation criteria for the operation of KC-10 aircraft to accomplish their worldwide mobility missions safely and successfully. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/ Evaluation Program*, and the appropriate MAJCOM supplement.

This instruction applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating KC-10 aircraft. It applies to Air Force Reserve Command (AFRC) units, but does not apply to the Air National Guard (ANG). This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records* and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. 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 10 *United States Code*, Chapter 857 and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, 30 Nov 1943, as amended. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO, *Aviation Resource Management System (ARMS)* applies. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of*

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SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This rewrite removes references to co-pilots as a crew position and deletes all references to PIQ1 and PIQ2; deletes paragraph 1.1.1; allows units to write local Operating Instructions (paragraph 1.5); updates 847 procedures (paragraph 1.7); re-defines and separates Qualification and Mission evaluations (paragraph 1.9.2, 1.9.3); adds guidance to failed SPOT evaluations (paragraph 1.9.7); deletes paragraphs 1.10.3.1, 1.11, 1.12; changed additional training guidance (paragraph 1.13.3.3); updated closed book exam procedures (paragraph 1.15.3); separates pilots qualification and mission evaluations (paragraph 2.3); changed landing requirements for dual seat qualified pilots (paragraph 2.3.2); deletes paragraph 2.3.3; clarifies tanker AAR requirements (paragraph 2.3.6); updates Senior staff evaluations (paragraph 2.3.8); adds formation requirement (paragraph 2.4); adds OME guidance (paragraph 2.4.1); deletes paragraph 2.5.2; adds Taxi guidance (Area 11); deletes fix-to-fix requirement (Area 25); clarifies Qualification/Mission evaluation requirements (paragraph 3.2); clarifies administering INIT INSTR evaluations (paragraph 3.4.1); clarifies administering recurring instructor evaluations (paragraph 3.4.2); clarifies realigning evaluations (paragraph 3.4.3); adds guidance for Emergency Procedures evaluations (paragraph 3.5.1); re-defines flight engineer General grading criteria (paragraph 3.8); re-defines flight engineer Qualification/Mission grading criteria (paragraph 3.9); adds new Area 25, Demonstration of Knowledge (paragraph 3.10); clarifies boom qualification evaluations (paragraph 4.2); clarifies boom mission evaluations (paragraph 4.2); removes mission grading areas (paragraph 4.9); adds mission grading areas (paragraph 4.10);

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Chapter 1

GENERAL INFORMATION

1.1. General. This Air Force Instruction (AFI) provides flight examiners and aircrews with procedures and evaluation criteria/tolerances to be used during flight evaluations as specified in 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. AMC is designated Office of Primary Responsibility (OPR) for this instruction. 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 KC-10 aircraft. Copies should be available to all aircrew members.

1.3. Key Words and Definitions.

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., which 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 channels to MAJCOM standardization/evaluation function who in turn, notifies lead command 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. MAJCOM/A3s forward a copy of approved long-term waivers to this instruction to lead command for follow-on action, if required.

1.5. Supplements and Local Procedures. This AFI is a basic directive. Each user MAJCOM may supplement this AFI according to AFI 11-200. MAJCOMs may specify unique evaluation items in their appropriate supplement. Units may supplement this AFI or place unit specific information in an Operating Instruction (OI). Supplements and local procedures will not be less restrictive than the provisions of this AFI or the appropriate flight manual.

1.5.1. Supplement Coordination Process. Forward MAJCOM/A3-approved supplements, with attached AF Form 673, *Request to Issue Publication*, to lead command (AMC/A3) for review. Q AMC/A3 will provide a recommendation and forward to AF/A3O-AI for approval (IAW AFI 11-200). Use the following OPR's address: AMC/A3V, 402 Scott Dr., Unit 3A1, Scott AFB IL, 62225-5302. When supplements are published, send a final copy to AMC/A3V.

1.5.2. If necessary, request and include approved long-term waivers to this AFI (including, approval authority, date, and expiration date) in the appropriate MAJCOM supplement.

1.5.3. Local Procedures Coordination. Units send a copy of the local supplement or OI to AMC/A3V and parent MAJCOM/A3V for coordination and approval. When local supplements are published, notify or send a final copy to AMC/A3V, parent MAJCOM, and appropriate NAF, if applicable.

1.6. Requisition and Distribution Procedures. Order this AFI through the servicing publications distribution office (PDO). Unit commanders may provide copies for all aircrew members and associated support personnel.

1.7. Improvement Recommendations. Send comments and suggested improvements to this instruction on an AF Form 847, *Recommendation for Change of Publication*, through channels to AMC/A3VK, 402 Scott Drive Unit 3A1, Scott AFB IL, 62225-5302 or post to the AMC 847 Program SharePoint
<https://cs.eis.af.mil/aircrewpubs/AMC%20847%20Program/default.aspx> IAW procedures in AFI 11-215, *USAF Flight Manuals Program (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/subareas will be considered critical and/or non-critical.

1.9. Evaluation Requirements. Accomplish evaluations concurrently, whenever practical. Crew Resource Management (CRM) skills will be evaluated on all evaluations. KC-10 aircrew members will complete the following evaluations, at 17-month frequency according to AFI 11-202V2, and the appropriate MAJCOM supplement:

1.9.1. Instrument (INSTM) Evaluation. All KC-10 pilots will successfully complete a periodic instrument evaluation including the requisite instrument refresher course (IRC) open-book written examination according to AFMAN 11-210, *Instrument Refresher Course Program*, and an aircrew training device (ATD) /flight evaluation.

1.9.2. Qualification (QUAL) Evaluation. All KC-10 aircrew members will successfully complete a periodic qualification evaluation including the requisite open-book, closed-book, Boldface written examinations, emergency procedures evaluation (EPE), and an ATD/flight evaluation.

1.9.2.1. The KC-10 simulator (SIM) and Boom Operator Trainer (BOT) will be used in conjunction with all qualification, EPE, and, if applicable, the instrument (INSTM) evaluations. Evaluations will only be performed in approved simulators and must be conducted by an Air Force Flight Examiner (not contractors). Evaluations will only consist of areas/sub areas that can be realistically accomplished and are ATD-creditable per AFI 11-2KC-10V1, *KC-10 Aircrew Training*.

1.9.3. Mission (MSN) Evaluations. All KC-10 crew members will complete a mission evaluation. Pilots and flight engineers complete all tasks required in the performance of normal operational and training sorties upon successfully completing a MSN evaluation. Boom operators will successfully complete a periodic mission evaluation.

1.9.4. Instructor (INSTR) Evaluations. To initially qualify as an instructor in the KC-10, crew members will successfully complete an initial instructor qualification course and evaluation. Subsequently, aircrew members designated as instructors will be evaluated on their ability to instruct during all periodic evaluations. Crewmembers may use the initial instructor evaluation to satisfy the requirements of the periodic QUAL and MSN evaluations. Refer to the specific aircrew chapter for requirements.

1.9.5. SPOT Evaluations. A SPOT evaluation is an evaluation not intended to satisfy the requirements of a periodic (i.e., INSTM, QUAL, MSN, or INSTR) evaluation. SPOT evaluations have no specific requisites or requirements unless specified in MAJCOM supplements or this AFI. See AFI 11-202V2 for options available to convert a SPOT evaluation to meet requirements of a periodic evaluation.

1.9.6. Emergency Procedures Evaluations (EPE). See AFI 11-202V2 and the following: The KC-10 SIM and BOT will be used to accomplish the EPE. SPOT evaluations do not require an EPE.

1.9.6.1. Units may develop and maintain a list of EPE program requirements (topics, special interest, etc.) in local supplement or OI. The EPE should include areas commensurate with the examinee's graduated training (e.g. initial, line, instructor, evaluator) or as specified in AFI 11-202V2 and MAJCOM Supplement.

1.9.6.2. Examinees may use publications that are normally available in-flight. The examinee must be able to recite all Boldface items from memory and provide the initial steps of selected emergency procedures that would not allow time for reference.

1.9.6.3. Examinees receiving an overall EPE grade of unqualified will be placed in supervised status until recommended additional training and re-evaluation are completed. Examinees receiving an overall EPE grade of unqualified because of unsatisfactory Boldface procedures will not be permitted to fly in their aircrew position until a successful re-evaluation is accomplished. Accomplish additional training IAW AFI 11-202V2.

1.9.7. Evaluation Prefixes. Use AFI 11-202V2 evaluation prefixes for AF Form 8, *Certificate of Aircrew Qualification*, and AF Form 942, *Record of Evaluation*.

1.9.7.1. For a re-qualification (RQ) evaluation that results from a failed periodic or SPOT evaluation, include all areas under GENERAL and any sub-area graded "U". NOTE: evaluations intended to re-qualify a crewmember after a failed SPOT evaluation will be documented as "RQ SPOT" unless the examination is intended to re-align a periodic evaluation.

1.9.7.2. Conduct re-qualification (RQ) evaluations for a loss of currency, expired periodic evaluation, or commander-directed downgrade IAW AFI 11-202V2.

1.9.7.3. Difference Evaluations. The phrase "difference" is used to describe the evaluation of one or more areas to meet qualification requirements. Normally, a difference evaluation will include areas that are different between aircraft models, systems, or operations not previously qualified to operate (e.g., CNS/ATM). A difference evaluation does not have expiration date established because the evaluation does not

satisfy the requirements for the “full” periodic evaluation. See crewmember’s chapters for difference evaluation requirements.

1.9.7.3.1. For administrative purposes, annotate AF Form 8, flight phase as a SPOT evaluation (according to AFI 11-202V2) and paragraph 1.9.5 above.

1.10. Grading Policies.

1.10.1. The overall qualification level awarded 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 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 in-flight evaluation of a required area is not possible, the area may be verbally evaluated or evaluated in an ATD. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision. See AFI 11-202V2 AMC SUP I and the appropriate chapter for areas prohibited from verbal/ATD evaluation.

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

1.10.5.1. For pilots only, 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 sound judgment in the application of the grading criteria in this instruction to determine the final grade.

1.11. Grading System. Refer to AFI 11-202V2.

1.12. Unsatisfactory Performance. Refer to AFI 11-202V2.

1.13. Conduct of Evaluations.

1.13.1. 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.

1.13.1.1. Flight examiners will normally not evaluate personnel they have primarily trained, recommended for upgrade evaluation, or who render their effectiveness reports.

1.13.2. 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.

1.13.3. 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.

1.13.3.1. 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.

1.13.3.2. 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.

1.13.3.3. In the event of unsatisfactory performance, the flight examiner will recommend additional training requirements. Normally, additional training should not be accomplished on the same flight. **EXCEPTION:** Additional training on the same flight is allowed when, in the evaluator's judgment, unique situations presenting valuable training opportunities (e.g., thunderstorm avoidance, crosswind landings) exist. This option requires utmost flight examiner discretion and judicious application. When used, the examinee must be informed of when the additional training begins and ends.

1.13.3.4. When evaluations are less than Q-1 performance, the flight examiner will debrief the examinee and examinee's commander (supervisor). Notify the squadron commander/operations officer and flight commander/chief, if available.

1.13.4. The SIM/BOT may be used to accomplish additional training and re-checks. Areas for additional training and re-checks should be limited to those areas/subareas that can be realistically accomplished in the SIM/BOT.

1.13.5. Rechecks will normally be administered by a flight examiner other than the one who administered the original evaluation.

1.14. Use of AF Form 3862, *Flight Evaluation Worksheet*. Units (normally OGV) will overprint AF Form 3862, using the examples in [Attachment 2](#) as an evaluation worksheet. Copy each title, area number and text (in the order illustrated) 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 positive and negative trend information and aircrew member's performance. File the signed AF Form 3862 or signed draft copy of the AF Form 8 in the aircrew member's Flight Evaluation Folder (FEF) IAW AFI 11-202V2. Maintain until the completed AF Form 8 is filed in the FEF, and then discard.

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

1.15.1. Open-Book Exam (Open-Book). The open-book examination should normally be administered before the initial flight evaluation and subsequently with periodic flight evaluations. The open-book examination will consist of 60-100 questions. The examination questions will come from a Secure Question Bank (SQB) created and managed by each

OGV. A portion of the open-book examination administered to flight instructors will include instructor (scenario-based) questions. A separate (unique) INSTR open-book examination is not required for periodic evaluations.

1.15.2. Initial Instructor Open-Book Exam (INIT INSTR Open-Book). Administer an initial instructor open-book one time before the initial instructor flight evaluation. The instructor open-book examination is requisite for INIT and RQ INSTR flight evaluations only. The examination will have a minimum of 20 questions from directives including AFMAN 36-2236, *Guidebook for Air Force Instructors*, AFI 11-2KC-10V1, V2, and V3 (including MAJCOM supplements) and other common flight or instructor related sources. Questions should include scenario-driven instructor related questions.

1.15.3. Closed-Book Exam (Closed-Book). The closed-book examination should normally be administered before the initial flight evaluation and subsequently with periodic flight evaluations. The closed book exam will be constructed IAW AFI 11-202V2, para 6.4.2. Complete a Boldface exam in conjunction with the closed book examination.

1.15.4. Instrument Exam. See AFI 11-202V2 requirements.

1.16. Typical KC-10 Evaluation Profile.

1.16.1. Units should ensure that SIM/BOT evaluation profiles should include areas/subareas that are ATD creditable.

1.16.2. As a minimum, flight evaluation profiles should include areas not ATD creditable. SIM/BOT evaluation profiles will be comprehensive enough to limit verbally evaluating subareas.

Chapter 2

PILOT EVALUATIONS

2.1. General. This chapter standardizes initial, periodic, and re-qualification evaluations, including the requirements for instrument, qualification, mission, and instructor evaluations.

2.2. Instrument Evaluations. KC-10 instrument evaluations may be accomplished in the simulator; however, evaluate circling and PAR approach in-flight, if available, in conjunction with the qualification evaluation.

2.3. Qualification Evaluations. Qualification/re-qualification evaluations should be accomplished and logged in conjunction with mission and instrument requirements (e.g. INSTM/QUAL/MSN).

2.3.1. For initial (INIT) or re-qualification (RQ) evaluations that conclude a formal training program and periodic evaluations, include all areas under GENERAL, QUALIFICATION, MISSION, and INSTRUMENT.

2.3.2. Evaluate dual-seat qualified pilots on at least one instrument approach and landing in both left and right seats. One approach and landing is required in the actual aircraft. Other approaches and landings may be evaluated in the ATD. These pilots will also be evaluated on taxi operations in the left seat.

2.3.3. When not intended to lead to AC certification, non-prior MWS dual seat pilots (PIQ graduates) will not be evaluated in receiver AR. Receiver AR rendezvous, breakaway, and overrun may be evaluated in either seat, if observed. Document crew position for these evaluations as “/FP” on the AF Form 8. With the recommendation of SQ/DO, subsequent periodic evaluations may be intended to lead to AC certification. These evaluations will include receiver AR in the left seat and will be documented with “/MP” for crew position. All pilots must receive an aircraft commander evaluation (documented as “/MP”) prior to AC certification.

2.3.4. Simulator Evaluations. Conduct a simulator evaluation in conjunction with all initial, periodic and re-qualification evaluations. Use a contractor-developed scenario or a unit Standardization/Evaluation approved and flight examiner-provided scenario. Unit/flight examiner-provided scenarios must be coordinated with the contractor a minimum of one day before the evaluation to ensure compatibility with ATD software. Only items listed as ATD creditable training events in AFI 11-2KC-10V1 may be evaluated. However, pilots will not be evaluated on circling approaches, visual traffic patterns, or receiver air refueling in the ATD. Additionally, landings will not be evaluated in the ATD during initial PIQ/ACIQ qualifications. Evaluation of landings in the ATD for re-qualification pilots are at the discretion of the evaluator. Evaluate all areas that can be evaluated realistically in simulation. Use the following:

2.3.4.1. Evaluate all pilots in abort procedures, Engine Failure Takeoff Continued (EFTOC), 2-engine approach and missed approach, and a random selection of other abnormal and emergency procedures and Boldface.

2.3.4.2. Dual-seat qualified pilots may occupy the right seat during a portion of the simulator evaluation, but must demonstrate checklist usage and a random selection of abnormal and emergency procedures from the left seat.

2.3.4.3. PIQ students are not expected to fulfill the role of an aircraft commander on their initial qualification evaluation. Document this evaluation as “/FP” in the crew position, on the AF Form 8.

2.3.4.4. PIQ pilots are required to complete an additional simulator evaluation prior to aircraft commander certification, focusing on aircraft commander roles and responsibilities. Evaluatee will occupy the left seat for this evaluation and must accomplish the requirements listed in paragraph 2.3.4.1 Document this evaluation as “/MP” in the crew position, on the same AF Form 8 as the receiver AR evaluation.

2.3.4.5. Evaluate ACIQ students in the role of aircraft commander during their initial evaluation.

2.3.5. Tanker Air Refueling (A/R). Rendezvous is required. Initial qualification pilots are required to perform a Tanker Rendezvous and A/R in the simulator as well as the flight evaluation. Initial qualification pilots are required to conduct a portion of the inflight evaluation with the autopilot off. For Upgrade, Periodic and Requalification evaluations, accomplishment of the event in the simulator or inflight will satisfy evaluation requirements.

2.3.6. Receiver A/R. Rendezvous or closure from a minimum of 1 NM is required. Initial and re-qualification ACs will demonstrate 15 minutes of contact time within a 30-minute period of arriving in the pre-contact position. Evaluate ACs in the left seat. Evaluate instructors in either seat. Evaluate dual seat pilots in the left seat only when the evaluation is intended to lead to AC certification. During periodic evaluations, 10 minutes of contact time within a 20-minute period of arriving in the pre-contact position is required. Conduct a portion of the evaluation with tanker autopilot off.

2.3.7. Senior Staff Evaluations. All Senior Staff Officer initial, periodic and re-qualification evaluations include (as a minimum) the following required areas:

2.3.7.1. All areas under GENERAL.

2.3.7.2. All areas under QUALIFICATION, except area 19, Engine Out Operations, and area 22, Other Emergency Procedures.

2.3.7.3. All areas under “INSTRUMENT.”

2.3.7.4. Evaluate Senior Staff Officers in a random selection of Boldface, abort procedures, and Engine Failure Take off Continued (EFTOC). **NOTE:** Since Senior Staff Officers do not maintain a MISSION qualification in these areas, they may not occupy a pilot’s seat during Tanker A/R or Receiver A/R with passengers aboard. Annotate the appropriate restriction on AF Form 8, Examiners Remarks. Time and training conditions permitting, Senior officers may elect to be trained, IAW AFI 11-2KC-10 Volume 1, and evaluated in Tanker AAR, Receiver AAR, and right seat landings. If so, no restriction is required, but clearly document that tanker and/or receiver AR was accomplished in the examiner’s remarks.

2.4. Mission Evaluations. Evaluate all areas under GENERAL and MSN. Every attempt must be made to evaluate formation procedures on periodic evaluations in the aircraft. If unable to

comply, formation procedures must be verbally evaluated and annotated in the examiner's remarks section. Evaluate tactical procedures only if observed.

2.4.1. Operational Mission Evaluation (OME). All pilots will complete a one-time operational mission evaluation demonstrating their ability to operate in command of an aircraft performing the unit's primary mission prior to aircraft commander certification. The following may be used to satisfy this requirement:

2.4.1.1. A combination INSTM/QUAL/MSN evaluation on a local training mission provided the following conditions are met:

2.4.1.1.1. Approved by the OG/CC or equivalent. Blanket approvals will be documented in the unit supplement or OI.

2.4.1.1.2. The evaluation is focused on decision making and CRM.

2.4.1.1.3. The following subareas must be evaluated in the actual aircraft: ground operations/taxi, tanker A/R (ACIQ only), and receiver A/R.

2.4.1.2. A SPOT evaluation given on a 618 AOC (TACC) tasked or locally assigned Dual Role or JA/AAT mission.

2.4.1.3. In all cases document the OME on the Form 8 with the following comment in the remarks section, "This OME was conducted in conjunction with aircraft commander certification."

2.5. Instructor Evaluation (Initial, Periodic, or Requalification). Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective, corrective action. As a minimum, demonstrate and instruct an instrument/visual approach. Conduct initial or re-qualification instructor evaluations in the aircraft with a qualified pilot occupying the other seat. The examinee will normally occupy the right seat.

2.5.1. Initial: Include all areas under GENERAL, QUALIFICATION, MISSION, and INSTRUCTOR. **NOTES:** **Note: 1.** Pilots, who desire to realign their qualification/mission evaluation during the initial instructor evaluation must also demonstrate all required areas/subareas in "INSTRUMENT" and complete all required requisite written examinations. Comply with AFI 11-202V2 para 5.8.3.1 and 7.3.4.4.5. **Note: 2.** During initial/re-qualification evaluations, 10-minutes of contact time within a 20-minute period of arriving in the pre-contact position is required. Conduct a portion of the evaluation with tanker autopilot off. Limited inadvertent disconnects are permissible during a boom limits demonstration and therefore will not be counted against the examinee.

2.5.2. Periodic instructor evaluations will be administered in conjunction with required instrument and qualification evaluations and require all areas in GENERAL, QUALIFICATION/MISSION, INSTRUMENT, and INSTRUCTOR. **NOTE:** During Receiver A/R, limited inadvertent disconnects are permissible during a boom limits demonstration and should not detract from the examinees' performance.

2.6. Emergency Procedures Evaluation (EPE). Evaluate a pilot's knowledge of emergency procedures and systems knowledge in the simulator portion of all INSTM/QUAL/MSN evaluations (see paragraph 1.9.6).

2.7. Additional Information.

2.7.1. Pilots may conduct evaluations when scheduled as primary aircrew members.

2.7.2. Instructor and flight examiner pilots receiving periodic evaluations may be evaluated in either seat, but are still required to comply with paragraph 2.3.2. Left seat taxi operations are not required.

2.7.3. Flight examiners, instructor pilots, and touch-and-go certified aircraft commanders will be evaluated during the completion of a touch-and-go as either the pilot-flying or the pilot-not-flying in either the ATD or aircraft.

2.8. Pilot Grading Criteria.

2.8.1. General.

2.8.1.1. Area 1, Directives and Publications.

2.8.1.1.1. 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.

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

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

2.8.1.2. Area 2, Mission Preparation/Planning/Performance.

2.8.1.2.1. 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. Evaluated data intended for use during takeoff/landing after final adjustments and corrections were made:

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

2.8.1.2.1.2. *NI setting: +/-0.3%*

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

2.8.1.2.1.4. *Landing speeds: +/-3 KIAS*

2.8.1.2.2. 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.

2.8.1.2.2.1. Performance calculations exceeded Q limits but did not exceed:

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

2.8.1.2.2.1.2. *NI setting: +/-0.6 %*

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

2.8.1.2.2.1.4. *Landing speeds: +/-5 KIAS*

2.8.1.2.3. 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.

2.8.1.3. Area 3, Use of Checklists.

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

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

2.8.1.3.3. 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.

2.8.1.4. Area 4, **Safety Consciousness (Critical)**.

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

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

2.8.1.5. Area 5, Judgment/Compliance (Critical).

2.8.1.5.1. 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.

2.8.1.5.2. 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.

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

2.8.1.6.1. Q. Demonstrated operational knowledge of other crewmembers' duties and responsibilities. Effectively applied CRM skills throughout the mission.

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

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

2.8.1.7. Area 7, **Communication Procedures**.

2.8.1.7.1. Q. Complete knowledge of and compliance with correct communications procedures. Transmissions concise with proper terminology. Complied with and

acknowledged all required instructions. Familiar with and correctly operated, HAVE QUICK, IFF, and secure voice equipment.

2.8.1.7.2. Q-. Occasional deviations from procedures that required re-transmissions or resetting codes. Slow in initiating or missed several required radio calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Displayed limited knowledge of HAVE QUICK, IFF, and secure voice equipment.

2.8.1.7.3. U. Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio calls. Displayed inadequate knowledge of or inability to operate HAVE QUICK, IFF, and secure voice equipment.

2.8.1.8. Area 8, **Aircrew Flight Equipment Systems/Egress.**

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

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

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

2.8.1.9. Area 9, **Knowledge/Completion of Forms.**

2.8.1.9.1. 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.).

2.8.1.9.2. 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.

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

2.8.1.10. Area 10, **Airmanship/Situational Awareness.**

2.8.1.10.1. 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.

2.8.1.10.2. 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.

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

2.8.2. **Qualification.** Use the criteria in **Table 2.1** as general tolerances for airspeed, altitude, and heading/course unless specifically noted in another subarea.

Table 2.1. General Pilot Tolerances.

Q	Altitude	+/- 100 feet
	Airspeed	+ 10 / -5 kts
	Heading/Course	+/- 5 degrees
Q-	Altitude	+/- 200 feet
	Airspeed	+ 15 / -5 kts
	Heading/Course	+/- 10 degrees
U		Exceeds Q- Criteria
<p>NOTE 1: Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed “minus” tolerances are based on minimum maneuvering speed for aircraft configuration.</p> <p>NOTE 2: Add 50 feet (when practical) and 2 degrees to “all engines operating” criteria for “operations with an engine out” criteria.</p>		

2.8.2.1. Area 11, Ground Operations/Taxi

2.8.2.1.1. Q. Established and adhered to station, start engine, taxi, and take-off time to ensure 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 IAW flight manual. Conducted taxi operations according to flight manuals, AFI 11-218, *Aircraft Operations and Movement on the Ground*, and local procedures.

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

2.8.2.1.3. U.

2.8.2.2. Area 11, Ground Operations/Taxi.

2.8.2.2.1. Q. Established and adhered to station, start engine, taxi, and take-off time to ensure 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 IAW flight manual. Conducted taxi operations according to flight manuals, AFI 11-218, *Aircraft Operations and Movement on the Ground*, and local procedures.

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

2.8.2.2.3. U. Crew errors directly contributed to a late takeoff that degraded the mission. Failed to accurately determine readiness for flight. Failed to preflight/post-

flight a critical component or could not conduct a satisfactory preflight/post-flight inspection. Violated flight manual procedures and/or jeopardized safe taxi operations.

2.8.2.3. Area 12, Takeoff.

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

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

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

2.8.2.4. Area 13, Radar Operations/Weather Avoidance/Windshear.

2.8.2.4.1. Q. Effectively demonstrated procedures for operating weather radar. Updated weather radar/analysis throughout the mission. Highly knowledgeable of windshear detection and 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.

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

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

2.8.2.5. Area 14, Fuel Conservation.

2.8.2.5.1. 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. Successfully applied fuel conservation procedures in all areas of the mission.

2.8.2.5.2. Q-. Possessed some knowledge of applicable aircraft publications and directives and understood how to apply both to enhance fuel conservation and fuel planning. Successfully applied some fuel conservation procedures, but failed to apply fuel conservation procedures in all areas of the mission.

2.8.2.5.3. U. Unaware of fuel conservation procedures. Unable to fuel plan. Failed to apply any fuel conservation procedures in the mission.

2.8.2.6. Area 15, VFR Pattern.

2.8.2.6.1. Q. Performed traffic pattern and turn to final/final approach IAW published procedures. Aircraft control was smooth and positive. Constantly cleared area of intended flight.

2.8.2.6.2. 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. Over/under shot final approach, but was able to intercept normal glide path. Adequately cleared area of intended flight.

2.8.2.6.3. 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.

2.8.2.7. Area 16, Landings.

2.8.2.7.1. Reference Table 2.2 for grading criteria specific to landings.

2.8.2.7.2. Specific items to evaluate include threshold altitude/airspeed, runway alignment, flare, touchdown, and landing in crab.

2.8.2.7.3. Airspeed tolerances apply to computed threshold speed.

2.8.2.7.3.1. Add 5 KIAS to all engines operating criteria for operations with an engine out criteria.

Table 2.2. Landing Tolerances.

Q	Performed landings as published/directed IAW flight manual	
	Airspeed	+10 / -0 KIAS
	Touchdown Zone	1000-3000 feet
	Centerline	+/- 15 feet left or right
	TCH	+25 / -0 feet
Q-	Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab	
	Airspeed	+10 / -5 KIAS
	Touchdown Zone	500-3000 feet
	Centerline	+/- 25 feet left or right
	TCH	+50 / -5 feet
U	Landing not performed as published/directed. Exceeded Q- criteria	

2.8.2.8. Area 17, **Landing Roll/Braking/Reverse Thrust.**

2.8.2.8.1. Q. Performed as published/directed IAW flight manual. Braking action and reverse thrust actuation prompt and smooth.

2.8.2.8.2. Q-. Performed landings with minor deviation to procedures as published/directed. Braking action and reverse thrust actuation unnecessarily delayed or not smooth.

2.8.2.8.3. Landing not performed as published/directed. Braking or reverse thrust actuated prior to touchdown. Exceeded Q- criteria.

2.8.2.9. Area 18, **All Engine Go-Around (GA)**. Required in-flight, only if a GA or engine-out GA was not evaluated in the simulator (not required if area 20 is accomplished).

2.8.2.9.1. Q. Initiated and performed GA promptly and according to flight manual and directives. Applied smooth control inputs. Acquired and maintained a positive climb.

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

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

2.8.2.10. Area 19, **Engine Out Operations**. Use approach criteria for the type of approach being flown and the following:

2.8.2.10.1. 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 “dead” engine. Maintained criteria in Table 2.1. (Note 2).

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

2.8.2.10.3. 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).

2.8.2.11. Area 20, **Engine Out GA/Engine Fail Takeoff Continued**.

2.8.2.11.1. Q. Performed all required procedures IAW the flight manual and directives. Applied smooth, positive, and coordinated control inputs. Rudder and aileron inputs were in correct direction.

2.8.2.11.2. Q-. Procedural errors were made which did not affect safety. Aircraft control was not consistently smooth and positive. Rudder and aileron inputs were in correct direction but some over/under control.

2.8.2.11.3. U. Procedural errors were made which affected safety. Rudder and/or aileron inputs were incorrect.

2.8.2.12. Area 21, **Boldface Emergency Procedures (Critical)**.

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

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

2.8.2.13. Area 22, **Other Observed Emergency Procedures**.

2.8.2.13.1. 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.

2.8.2.13.2. 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.

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

2.8.2.14. Area 23, **Systems Operations/Knowledge/Limitations.**

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

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

2.8.2.14.3. U. Unsatisfactory systems knowledge. Unable to demonstrate/explain the procedures for aircraft system operations.

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

Table 2.3. Instrument Tolerances.

Q	Level-off Altitude	+/- 100 feet
	Airspeed	+ 10 / -5 kts
	Heading/Course	+/- 5 degrees
Q-	Level-off Altitude	+/- 200 feet
	Airspeed	+ 15 / -5 kts
	Heading/Course	+/- 10 degrees
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” tolerances are 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 criteria.		

2.8.3.1. Area 24, **Instrument Departure/SID.**

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

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

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

2.8.3.2. Area 25, **En Route Navigation/FMS.**

2.8.3.2.1. 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.

2.8.3.2.1.1. TACAN/VOR-DME Arc: +/-2 NM

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

2.8.3.2.2.1. Exceeded Q criteria but not: TACAN/VOR-DME Arc: +/-4 NM

2.8.3.2.3. 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 with the confines of assigned airspace.

2.8.3.2.3.1. Exceeded Q- criteria.

2.8.3.3. Area 26, **Holding.**

2.8.3.3.1. Q. Performed entry and holding IAW published procedures and directives and:

2.8.3.3.1.1. Timing +/- 15 seconds.

2.8.3.3.1.2. Distance +/- 2 DME or NM.

2.8.3.3.1.3. EAC: +/- 2 minutes (if assigned).

2.8.3.3.2. Q-. Performed entry and holding procedures with minor deviations. Exceeded Q criteria but within:

2.8.3.3.2.1. Timing +/- 20 seconds.

2.8.3.3.2.2. Distance +/- 3 DME or NM.

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

2.8.3.4. Area 27, **Use of NAVAIDs.**

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

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

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

2.8.3.5. Area 28, **Descent/Arrival.**

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

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

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

2.8.3.6. Area 29, **Precision Approaches**. Includes subareas PAR and ILS. Use the criteria in **Table 2.4** as general tolerances for airspeed, altitude, heading, glide slope, and azimuth.

Table 2.4. Precision Approach Tolerances.

Q	Altitude	DH crossing +50 / -10 feet
	Airspeed	+ 10 / -5 kts
	Heading (PAR)	+/- 5 degrees
	Azimuth (ILS)	Within 1 dot
	Glideslope (ILS)	Within 1 dot
Q-	Altitude	DH crossing +100 / -10 feet
	Airspeed	+ 15 / -5 kts
	Heading (PAR)	+/- 10 degrees
	Azimuth (ILS)	Within 2 dots
	Glideslope (ILS)	Within 2 dots high or 1 dot low
U		Exceeds Q- Criteria
NOTE 1: Airspeed tolerances are based on computed approach speed.		
NOTE 2: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.		

2.8.3.6.1. Subarea 29A, Precision Approach Radar (PAR) approaches.

2.8.3.6.1.1. 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.

2.8.3.6.1.2. 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.

2.8.3.6.1.3. 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.

2.8.3.6.2. Subarea 29B, **Instrument Landing System (ILS) approaches**.

2.8.3.6.2.1. Q. Approach was IAW published procedures. Smooth and timely corrections to azimuth and glide slope. Complied with decision height. Position

would have permitted a safe landing. Maintained glide path with only minor deviations.

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

2.8.3.6.2.3. 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.

2.8.3.7. Area 30, **Non Precision Approaches.** Includes subareas NDB, Localizer/VOR, ASR, TACAN, GPS. Use Table 2.5 criteria as general tolerances for airspeed, altitude at MDA, heading, course, timing, and distance with all engines operating.

Table 2.5. Non-Precision Approach Tolerances.

Q	MDA	+100 / -0 feet
	Airspeed	+ 10 / -5 kts
	Course (NDB, VOR, TACAN)	+/- 5 degrees
	Azimuth (LOC, RNAV)	Within 1 dot
	Timing	Computed/adjusted timing to determine MAP within 20 seconds (when required).
Q-	MDA	+150 / -50 feet
	Airspeed	+ 15 / -5 kts
	Course (NDB, VOR, TACAN)	+/- 10 degrees
	Azimuth (LOC, RNAV)	Within 2 dots
	Timing	Computed/adjusted timing to determine MAP within 30 seconds (when required).
U	Approach not IAW published procedures. Maintained steady-state flight below the MDA, even though the -50 foot limit was not exceeded. Position would not have permitted a safe landing. Failed to compute or adjust timing to determine MAP (when required). Exceeded Q- criteria.	
NOTE 1: Airspeed tolerances are based on computed approach speed.		
NOTE 2: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.		

2.8.3.8. Area 31, **Circling Approach.**

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

- 2.8.3.8.2. 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 excessive bank angles or maneuvering.
- 2.8.3.8.3. U. Did not properly identify aircraft category or exceeded the lateral limits of circling airspace. Did not comply with controller's instructions. Excessive maneuvering to attain runway alignment was potentially unsafe. Descended from the MDA before the aircraft was in a position for a normal glide path or landing. Exceeded Q- criteria.
- 2.8.3.9. Area 32, **Missed Approach.**
- 2.8.3.9.1. Q. Executed missed approach IAW published procedures. Complied with controller's instructions. Applied smooth control inputs.
- 2.8.3.9.2. Q-. Executed missed approach with minor deviations to published procedures. Slow to comply with controller's instructions. Slightly over controlled the aircraft.
- 2.8.3.9.3. U. Did not execute missed approach IAW flight manual, directives, or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures could have led to an unsafe condition.
- 2.8.4. **MISSION (MSN).**
- 2.8.4.1. **Area 33, Formation.** Includes sub areas: Lead, Departure, Join-up, En-Route, Breakup, and Position Changes. (*EXCEPTION:* N/A for initial PIQ and ACIQ)
- 2.8.4.1.1. Q. Performed maneuver consistent with published guidance. Aircraft control was smooth and positive. Constantly cleared area of intended flight.
- 2.8.4.1.2. Q-. Maneuver performed in a manner consistent with published guidance. Aircraft control was safe but not consistently smooth and positive. Adequately cleared area of intended flight.
- 2.8.4.1.3. U. Maneuver performed in a manner inconsistent with published guidance. Displayed erratic aircraft control. Did not clear area of intended flight.
- 2.8.4.2. Area 34, **Tactical Maneuvers (If Observed).**
- 2.8.4.2.1. Q. Performed maneuver consistent with published guidance. Aircraft control was smooth and positive. Constantly cleared area of intended flight.
- 2.8.4.2.2. Q-. Maneuver performed in a manner consistent with published guidance. Aircraft control was safe but not consistently smooth and positive. Adequately cleared area of intended flight.
- 2.8.4.2.3. U. Maneuver performed in a manner inconsistent with published guidance. Displayed erratic aircraft control. Did not clear area of intended flight.
- 2.8.4.3. Area 35, **Tanker A/R.** Includes subareas' rendezvous, platform control, breakaway, and overrun procedures.

2.8.4.3.1. Q. Aircraft control was smooth and positive. Performed all checklists and complied with procedures outline in the flight manual and other governing directives. Met the following criteria:

2.8.4.3.1.1. Airspeed: +10 / -5 KIAS

2.8.4.3.1.2. Altitude: +/- 200 feet

2.8.4.3.1.3. Headin/Course: +/- 5 degrees

2.8.4.3.2. Q-. Aircraft control was not always smooth and positive, but was adequate. Accomplished procedures required by the flight manual, checklists, and other governing directives with deviation/omissions which did not affect safety of flight. Exceeded Q criteria but does not exceed: **NOTE:** When refueling with autopilot off, add 100 feet, 5 KIAS, and 5 degrees to all tolerances.

2.8.4.3.2.1. Airspeed: +15 / -5 KIAS

2.8.4.3.2.2. Altitude: +/- 300 feet

2.8.4.3.2.3. Headin/Course: +/- 10 degrees

2.8.4.3.3. U. Had deviations/omissions that affected flight safety and/or the successful completion of A/R. Exceeded Q- limits.

2.8.4.4. Area 36, **Receiver A/R**. Includes Subareas rendezvous, closure, A/R position/control, breakaway, overrun procedures, and right seat A/R limit demonstration.

2.8.4.4.1. Q. Established and maintained proper refueling position. Aircraft control was positive and smooth. Demonstrated a complete knowledge of rendezvous and closure procedures. Performed all procedures in accordance with applicable checklists and other governing directives. Met the following criteria:

2.8.4.4.1.1. Airspeed: +10 / -5 KIAS

2.8.4.4.1.2. Altitude: +/- 200 feet

2.8.4.4.1.3. Inadvertent Disconnects: 2 or less (N/A IP Limit Demo)

2.8.4.4.2. Q-. Slow to recognize and apply needed corrections to establish and maintain proper refueling position. Aircraft control was not always positive and smooth, but was adequate. Accomplished rendezvous and closure with deviations and/or omissions which did not affect safety of flight or the successful completion of A/R. Performed all procedures in accordance with applicable checklists and other governing directives with only minor omissions or deviations. Exceeded Q criteria but did not exceed:

2.8.4.4.2.1. Airspeed: +15 / -5 KIAS

2.8.4.4.2.2. Altitude: +/- 300 feet

2.8.4.4.2.3. Inadvertent Disconnects: 3 or less (N/A IP Limit Demo)

2.8.4.4.3. U. Erratic or dangerous in the pre-contact/refueling position. Had deviations/omissions that affected safety of flight and/or successful completion of A/R. Did not perform all procedures in accordance with applicable checklists and other governing directives or omitted major items. Exceeded Q- limits.

2.8.5. INSTRUCTOR

2.8.5.1. Area 37, **Instructor Ability (Critical)**.

2.8.5.1.1. 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.

2.8.5.1.2. 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 an unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

2.8.5.1.3. Subarea 37A, **Demonstration of Maneuvers (Critical)**.

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

2.8.5.1.3.2. 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.

2.8.5.1.4. Subarea 37B, **Student Briefing/Critique (Critical)**.

2.8.5.1.4.1. 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.

2.8.5.1.4.2. U. Briefings were marginal or non-existent. Did not review student's 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.

Chapter 3

FLIGHT ENGINEER EVALUATIONS

3.1. General. This chapter standardizes initial, periodic and re-qualification evaluations, including the requirements for qualification, mission and instructor evaluations.

3.2. Qualification/Mission Evaluations. Dual log mission evaluation with qualification/re-qualification requirements (e.g. QUAL/MSN).

3.2.1. For initial, periodic or re-qualification evaluations, include all areas under GENERAL and QUALIFICATION/MISSION.

3.2.2. Tanker and Receiver AAR should be evaluated in-flight for all initial qualification evaluations.

3.2.3. Simulator Evaluations. Conduct a simulator evaluation in conjunction with all initial, periodic and re-qualification evaluations. Evaluate all grading criteria that can be evaluated realistically.

3.2.3.1. Use a contractor-developed scenario, or a unit Standardization/Evaluation approved scenario provided by the flight examiner. Unit or flight examiner-provided scenarios should be coordinated with the contractor a minimum of one day before the evaluation to ensure compatibility with ATD software, and a logical flow of the evaluation profile.

3.2.3.1.1. Evaluations administered using refresher training simulator scenarios should be carefully reviewed to ensure the minimum requirements are observed (see paragraph [3.2.3.2](#)). Pre-coordinate scenario alterations with the contractor.

3.2.3.1.2. A minimum 2-hour simulator evaluation period is required.

3.2.3.2. Evaluate all flight engineers in abort procedures, a random selection of abnormal and emergency procedures, and Boldface, and Tanker and Receiver AAR.

3.3. Mission Evaluations. See paragraph [3.2](#).

3.4. Instructor Evaluations (Initial, Periodic, and Requalification). Flight examiners will place particular emphasis on the examinee's ability to communicate and instruct, to recognize student difficulties, and to provide timely, effective corrective action. For all instructor evaluations include all areas in GENERAL, QUALIFICATION/MISSION, and INSTRUCTOR.

3.4.1. INIT INSTR (flight and simulator) evaluations should be administered with the examinee performing instructor duties to a student occupying the flight engineer position.

3.4.1.1. If a student flight engineer is not available, flight examiners (or another qualified flight engineer) may act as student for the purpose of evaluating instructor ability.

3.4.2. Recurring instructor evaluations may be administered in conjunction with the QUAL/MSN evaluation. To satisfy the QUAL/MSN evaluation requirements, the examinee will occupy the flight engineer position and perform all associated primary duties.

3.4.2.1. In this case, the method used to evaluate instructor ability is at the flight examiner's discretion, and should be based on the experience level of the examinee.

3.4.2.1.1. Actual in-flight or ground instruction of a student is preferred.

3.4.2.1.2. Instructor ability may be evaluated by other means, if mission requirements or student availability dictate (i.e. flight examiner or another qualified crewmember acting as student, a detailed systems/procedure briefing, etc.)

3.4.3. Flight engineers desiring to realign their QUAL/MSN evaluation during their INIT INSTR evaluation must demonstrate all items under QUALIFICATION/MISSION, and complete all required requisite written examinations.

3.4.3.1. The examinee should be in their QUAL/MSN eligibility period to realign. If not, the Out-of-the Eligibility Period criteria of AFI 11-202V2 paragraphs 5.8.3 and 5.8.4 apply.

3.4.3.2. For realigning evaluations, a minimum of one 4-hour simulator evaluation period is required. During the 4-hour simulator period, 2 hours will be scheduled to evaluate the examinee performing primary duties (occupying the Flight Engineer position), and 2 hours to evaluate instructor duties.

3.4.3.3. Realigning flight evaluations must be completed on two separate sorties, to ensure all primary and instructor duties are comprehensively evaluated.

3.4.3.4. Document the realigned INIT INSTR and QUAL/MSN evaluations on two separate AF Forms 8 when possible.

3.5. Emergency Procedures Evaluations (EPE). Evaluate a flight engineer's knowledge of emergency procedures and systems knowledge during the simulator portion of all QUAL/MSN evaluations (see paragraph [1.9.6](#)).

3.5.1. The EPE should cover a cross section of aircraft systems, to comprehensively assess examinee knowledge and application.

3.6. Additional Information.

3.6.1. Flight engineer examiners will not administer evaluations when scheduled as primary aircrew members.

3.7. Flight Engineer Grading Criteria.

3.7.1. General.

3.7.1.1. Area 1, Directives and Publications.

3.7.1.1.1. 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.

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

3.7.1.1.3. U. Unsure of some directives, but could locate information in appropriate publications. Publications were current, but improperly posted.

3.7.1.2. Area 2, Mission Preparation/Planning.

3.7.1.2.1. Q. Reviewed all applicable mission factors, including FCIF, weather, NOTAMS, airfield suitability, flight plan usage/verification, fuel requirements, departure planning, MTOGW, etc. Displayed a high level of knowledge of aircraft performance and takeoff/landing capabilities. Attended all required briefings. Accurately calculated required mission fuel within +5,000 lbs.

3.7.1.2.2. Q-. Same as above, but with minor omissions/deviations, which did not detract from safety or mission effectiveness. Calculated required mission fuel greater than +5,000 lbs, but less than +7,000 lbs necessary to complete the assigned mission.

3.7.1.2.3. U. Did not review applicable mission factors, and/or made major omissions/deviations that compromised mission safety or effectiveness. Unsatisfactory knowledge of departure planning, aircraft performance capability, or mission fuel requirements. FCIF was not reviewed or initialed. Did not attend required briefings. Calculated required mission fuel greater than +7,000 lbs necessary to complete the assigned mission.

3.7.1.3. Area 3, Use of Checklists.

3.7.1.3.1. Q. Procedures and checklist items required by the flight manual and applicable directives were accomplished in a thorough, timely and proficient manner.

3.7.1.3.2. Q-. Procedures and checklist items required by the flight manual or applicable directives were accomplished with omission, deviation or error, or in a manner that detracted from the overall efficient conduct of the mission.

3.7.1.3.3. U. Procedures or checklist items required by the flight manual or applicable directives were accomplished with omission, deviation or error. Performed in a manner which did, or could have adversely affected the successful accomplishment of the mission.

3.7.1.4. Area 4, Safety Consciousness (Critical).

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

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

3.7.1.5. Area 5, Judgment/Compliance (Critical).

3.7.1.5.1. Q. Prepared and completed the mission in compliance with existing regulations and directives. Demonstrated knowledge of operating procedures and restrictions, and where to reference them in the appropriate publication or directive.

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

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

3.7.1.6.1. Q. Demonstrated operational knowledge of other crewmembers' duties and responsibilities. Effectively communicated with the crew, and demonstrated effective CRM skills throughout the mission.

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

3.7.1.6.3. U. Poor crew coordination and/or unsatisfactory knowledge of other crewmembers' duties and responsibilities. Poor CRM negatively affected mission accomplishment or safety of flight.

3.7.1.7. Area 7, Communication Procedures.

3.7.1.7.1. Q. Demonstrated a thorough knowledge of communication procedures. Accomplished required calls and acknowledgements with standard terminology. Consistently backed up pilots with all ATC transmissions and mission essential radio calls. Demonstrated satisfactory use of UHF, VHF, and HF radios.

3.7.1.7.2. Q-. Occasional deviation or omissions from required procedures, acknowledgements, or terminology. Occasional backup of ATC transmissions and mission essential radio calls. Limited operational knowledge of communication equipment.

3.7.1.7.3. U. Poor crew coordination and/or unsatisfactory knowledge of other crewmembers' duties and responsibilities. Poor CRM negatively affected mission accomplishment or safety of flight.

3.7.1.8. Area 8, Aircrew Flight Equipment/Egress.

3.7.1.8.1. Q. Displayed thorough knowledge of location and use of aircrew flight equipment systems and emergency equipment. Demonstrated proper procedures to operate aircraft egress devices such as doors, windows, hatches, slide rafts and escape ropes.

3.7.1.8.2. Q-. Limited knowledge of location and use of aircrew flight equipment systems and emergency equipment. Unsure of proper procedures to operate some of the aircraft egress devices.

3.7.1.8.3. U. Displayed unsatisfactory knowledge of location and use of aircrew flight equipment systems and emergency equipment. Unable to properly operate aircraft egress devices.

3.7.1.9. Area 9, Knowledge/Completion of Forms.

3.7.1.9.1. Q. All required forms were complete, accurate, legible, and accomplished on time and IAW applicable directives. Documented and/or reported all significant mission events and discrepancies to applicable agencies (Safety, Maintenance, etc.).

3.7.1.9.2. Q-. Minor errors on forms that did not affect the mission. Inaccurately or incompletely documented and/or debriefed significant mission events and discrepancies.

3.7.1.9.3. U. Major errors or omissions, or did not accomplish required forms. Documentation not performed in a timely manner, or IAW applicable directives. Omitted, incorrectly documented, or failed to report significant mission information to applicable agencies.

3.7.1.10. Area 10, Airmanship/Situational Awareness.

3.7.1.10.1. 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.

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

3.7.1.10.3. U. Poor understanding of mission objectives, and/or inappropriate decision-making resulted in failure to accomplish the assigned mission. Failed to exhibit strict flight and crew discipline.

3.7.2. Qualification/Mission.

3.7.2.1. Area 11, Preflight.

3.7.2.1.1. Q. Timely, accurate completion of all pre-flight checks and procedures IAW the flight manual, without deviation or omission. Proper coordination with maintenance and crew when required. Ensured readiness of aircraft for flight.

3.7.2.1.2. Q-. Same as above, except for minor deviations that did not detract from safety, or directly contribute to a late take-off.

3.7.2.1.3. U. Failed to pre-flight a critical component or system, and/or pre-flight checks not IAW the flight manual. Errors, deviations or omissions directly contributed to a late take-off, or detracted from safety or mission effectiveness.

3.7.2.2. Area 12, Ground Operations.

3.7.2.2.1. Q. Ensured safe ground and taxi operations IAW flight manuals, AFI 11-218, *Aircraft Operations and Movement on the Ground*, and local procedures. Promptly reported any deviations to the pilot. Demonstrated vigilance and discipline in congested taxi/parking areas and on the runway.

3.7.2.2.2. Q-. Same as above, except for minor deviations that did not detract from mission safety, timeliness or effectiveness.

3.7.2.2.3. U. Did not ensure safe ground and taxi operations IAW flight manuals, AFI 11-218, *Aircraft Operations and Movement on the Ground*, and local procedures. Did not report deviations to the pilot, which detracted from mission safety, timeliness or effectiveness. Did not demonstrate vigilance and discipline in congested taxi/parking areas and on the runway.

3.7.2.3. Area 13, Performance.

3.7.2.3.1. Q. Demonstrated a sound level of aircraft performance knowledge, comprehension and ability. Computation deviations less than Q- tolerances, and

accurately applied correct takeoff conditions, runway factors, and aircraft configuration deviations. All TOLD computations were timely and accurate.

3.7.2.3.2. Q-. Marginal aircraft performance knowledge, comprehension and/or ability. Computation deviations as follows:

3.7.2.3.2.1. Take-Off Gross Weight (TOGW): > 3,000 lbs, but < 5,000 lbs.

3.7.2.3.2.2. Computed MTOGW: > 5,000, but < 7,000.

3.7.2.3.2.3. Assumed Temperature: > 4 degrees, but < 5 Degrees.

3.7.2.3.2.4. CG: > 1.0%, but < 2%.

3.7.2.3.2.5. Take-Off Speeds: > 4KTS, but < 6KTS.

3.7.2.3.2.6. Landing Speeds: > 3KTS, but < 4KTS.

3.7.2.3.2.7. Landing Distances: > 400FT, but < 600FT.

3.7.2.3.3. U. Computation deviations exceeding the tolerances above. Demonstrated unsatisfactory aircraft performance knowledge, comprehension and/or ability. Untimely and/or inaccurate TOLD computations resulted in mission delay.

3.7.2.4. Area 14, Takeoff and Departure Monitor.

3.7.2.4.1. Q. Monitored engine instruments and FMS wind readout. Applied smooth take-off power to within $\pm 2.0\%$ of TRC or manual N1 setting. Aware of, and adhered to all engine operating limitations. Monitored aircraft departure, ensured compliance with ATC instructions, and was able to locate aircraft position using instruments and the SID. Aware of OEI or Special Departure Procedure. Performed all other duties IAW the flight manual

3.7.2.4.2. Q-. Same as above, except take-off N1 exceeded 2.0%, but < 3.0%. Aware of most engine operating limitations. Difficulty determining aircraft position using instruments and the SID. Performed other duties with minor deviations from the flight manual that did not detract from safety or mission accomplishment.

3.7.2.4.3. U. Did not monitor engine instruments or FMS wind readout. Take-off N1 exceeded $\pm 3.0\%$. Unaware of, and/or did not adhere to engine operating limitations. Unable to determine aircraft position during departure, and/or did not ensure compliance with ATC departure instructions. Deviations from flight manual procedures could have detracted from safety or mission accomplishment.

3.7.2.5. Area 15, In-flight Duties and Responsibilities.

3.7.2.5.1. Q. Timely completion of all in-flight duties without omission or deviation. Computed performance data for cruise, AAR and flight maneuvers (when required). Monitored systems indicators, and informed pilot of malfunctions and abnormal indications. Monitored and adjusted engine throttles when required. Maintained aircraft CG within limits. Monitored flight progress, and informed the pilot of fuel burn and fuel remaining. Monitored required radios, and provided timely back up of altitudes and airspeeds.

3.7.2.5.2. Q-. Same as above, except for minor deviations that did not detract from safety or mission accomplishment.

3.7.2.5.3. U. Errors directly degraded mission effectiveness or caused delays. Failed to complete in-flight duties in a timely manner. Failed to monitor or detect system malfunctions and/or abnormal indications. Did not monitor and report fuel burn. Failed to monitor flight progress, and/or altitude and airspeed requirements.

3.7.2.6. Area 16, General Navigation and INS/FMS Operation.

3.7.2.6.1. Q. Able to determine aircraft position using appropriate instruments, charts, flight plan, and/or FMS as required. Demonstrated a satisfactory knowledge of remote ranging along the flight plan route, loading CFP winds into the FMS, in-flight fuel analysis, ETP, divert planning, etc. Effective use of FalconView GPS moving map to track aircraft flight progress.

3.7.2.6.2. Q-. Same as above, except for minor errors and/or untimely completion of procedures that did not detract from mission effectiveness.

3.7.2.6.3. U. Unable to determine aircraft position. Demonstrated a lack of knowledge in general navigation procedures, FMS operation, and/or FalconView.

3.7.2.7. Area 17, Fuel Conservation.

3.7.2.7.1. Q. Possessed a high level of knowledge of all applicable aircraft publications and other governing directives, and understood how to apply both to enhance fuel conservation. Maintained the most fuel efficient CG in all areas of the mission where operational constraints allowed. Informed the pilot of all aircraft performance factors concerning fuel conservation in all areas of the mission.

3.7.2.7.2. Q-. Possessed some knowledge of applicable aircraft publications and other governing directives and understood how to apply both to enhance fuel conservation. Occasionally maintained the most fuel efficient CG. Informed the pilot of fuel conservation performance factors in most areas of the mission.

3.7.2.7.3. U. Unaware of fuel conservation procedures. Failed to apply any fuel conservation procedures in any area of the mission.

3.7.2.8. Area 18, Approach Monitor/Landing.

3.7.2.8.1. Q. Satisfactory knowledge of symbols and other information on the approach plate. Able to determine aircraft position and flight progress during all phases of the approach. Backed up pilots with required calls. Monitored aircraft performance, speeds, configuration, and all ATC instructions. Computed reference ground speed. Performed other duties IAW associated directives and the flight manual (e.g. Touch & Go, Go Around procedures, etc.).

3.7.2.8.2. Q-. Same as above, except had marginal knowledge of information on the approach plate. Had difficulty determining aircraft position and flight progress during the approach. Minor omissions or deviations from flight manual procedures that did not detract from safety.

3.7.2.8.3. U. Unable to interpret information on the approach plate. Unable to determine aircraft position or flight progress. Did not monitor the command radio,

ATC instructions, aircraft performance, speeds, or configuration. Major omissions/deviations from flight manual procedures and/or breaches of flight discipline.

3.7.2.9. Area 19, Systems Operations/ Knowledge/Limitations.

3.7.2.9.1. Q. Possessed comprehensive knowledge of all aircraft systems operations/limitations, and component location. Demonstrated proper systems operation/configuration IAW the flight manual, and observed all operating limitations.

3.7.2.9.2. Q-. Marginal knowledge of aircraft systems operations and limitations in some areas. Occasionally applied individual technique over flight manual procedure.

3.7.2.9.3. U. Unsatisfactory knowledge of aircraft systems operations/limitations, and component location. Exceeded operating limitations. Operated aircraft system(s) in a manner that could have detracted from safety or mission accomplishment.

3.7.2.10. Area 20, Boldface Emergency Procedures (Critical).

3.7.2.10.1. Q. Correct, immediate responses. Proper crew coordinated actions.

3.7.2.10.2. U. Incorrect sequence, unsatisfactory response, or unsatisfactory performance/corrective actions.

3.7.2.11. Area 21, Other Emergency Procedures.

3.7.2.11.1. Q. Operated within prescribed limits and correctly diagnosed problems. Demonstrated and/or explained timely, proper corrective action for each type of malfunction. Effective use of abnormal and emergency procedure checklist(s).

3.7.2.11.2. Q-. Operated within prescribed limits but slow to analyze malfunctions or apply proper corrective actions. Minor omissions or deviations from flight manual procedures.

3.7.2.11.3. U. Attempted to and/or exceeded limitations. Unable or failed to analyze problem or take proper corrective action in a timely manner. Did not use appropriate abnormal or emergency procedure checklist(s).

3.7.2.12. Area 22, Tanker AAR.

3.7.2.12.1. Q. Maintained aircraft CG and observed fuel system limitations during all phases of AAR. Timely completion of AAR checklists/procedures without omission or deviation. Planned/pre-positioned offloads fuel in a timely manner. Correctly computed airspeeds and performance factors. Monitored appropriate radios. Ensured proper coordination with boom operator/pilots during all refueling operations. Backed up pilots as directed.

3.7.2.12.2. Q-. Same as above except minor deviations from checklist and AAR procedures that did not detract from safety, or result in significant delay of AAR operations.

3.7.2.12.3. U. Unsatisfactory knowledge of fuel system limitations. Did not maintain aircraft CG or observe fuel system limitations. Incorrectly computed required airspeeds and/or performance factors. Untimely completion of procedures caused

significant delay in AAR operations, and detracted from mission safety or effectiveness.

3.7.2.13. Area 23, Receiver AAR.

3.7.2.13.1. Q. Maintained aircraft CG and observed fuel system limitations during all phases of AAR. Timely completion of AAR checklists/procedures without omission or deviation. Effective fuel management resulted in timely fuel on-load. Correctly computed airspeeds and performance factors. Monitored appropriate radios. Ensured proper coordination with pilots during all refueling operations. Backed up pilots as directed.

3.7.2.13.2. Q-. Same as above except minor deviations from checklist and AAR procedures that did not detract from safety, or result in significant delay of AAR operations.

3.7.2.13.3. U. Unsatisfactory knowledge of fuel system limitations. Did not maintain aircraft CG or observe fuel system limitations. Incorrectly computed required airspeeds and/or performance factors. Untimely completion of procedures caused significant delay in AAR operations, and detracted from mission safety or effectiveness.

3.7.3. Instructor.

3.7.3.1. Area 24, Instructor Ability (Critical).

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

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

3.7.3.2. Area 25, Demonstration of Knowledge (Critical).

3.7.3.2.1. Q. Effectively demonstrated procedures and systems operation. Thorough knowledge of aircraft performance, systems operation/limitations, flight manual procedures, publications, and directives.

3.7.3.2.2. U. Ineffective or incorrect demonstration of procedures or systems operation. Insufficient knowledge of aircraft performance, systems operation/limitations, flight manual procedures, publications, and directives. Knowledge not commensurate with that required of an instructor.

3.7.3.3. Area 26, Student Briefing/Critique (Critical).

3.7.3.3.1. Q. Briefings were well organized, accurate, and thorough. Reviewed student's past performance and 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.

3.7.3.3.2. U. Briefings were marginal or non-existent. Did not review student's past performance and present level of training. Failed to adequately critique student, offer mission analysis, and provide guidance where appropriate.. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of the student's next mission, if required.

Chapter 4

BOOM OPERATOR EVALUATIONS

4.1. General. This chapter standardizes initial, periodic, and re-qualification evaluations, including the requirements for qualification, mission, and instructor evaluations.

4.2. Qualification Evaluations. Closed book test, Open book test, EPE and Boldface will be annotated on qualification AF Form 8.

4.2.1. Initial: Evaluate all areas under GENERAL and QUALIFICATION. Upon successful completion of the initial qualification evaluation, the AF Form 8 will indicate Crew Position as "FB." The examinee is qualified for unsupervised crew duties with a restriction for supervised cargo loading/unloading duties.

4.2.2. Periodic: Evaluate all areas under GENERAL and QUALIFICATION.

4.2.3. Boom Operator Trainer (BOT) evaluations. Conduct a BOT evaluation in conjunction with all qualification evaluations. Annotate a BOT evaluation on the qualification Form 8 as an EPE. Use a contractor-developed air force-approved scenario. All scenarios will be run as written. Evaluate the following as a minimum:

4.2.3.1. BOOM ELEVATOR, RUDDER, OR TELESCOPE FAILURE.

4.2.3.2. FLIGHT CONTROL STICK FAILURE.

4.2.3.3. A/R SIGNAL SYSTEM FAILURE OR MANUAL BOOM LATCHING.

4.2.3.4. TANKER BREAKAWAY.

4.2.4. A minimum of one boom contact must be accomplished for the qualification evaluation.

4.3. Mission Evaluations. All cargo evaluations will be administered on actual cargo missions. An EPE will be annotated for all mission evaluations. The evaluation profile requires a minimum of a cargo preflight, cargo onload, and cargo offload. Mission evaluations will not be accomplished on static cargo loads.

4.3.1. Initial: An initial mission evaluation is administered to boom operators before performing unsupervised cargo loading/unloading duties. Evaluate all areas under GENERAL and MISSION.

4.3.1.1. Upon successful completion of the initial mission evaluation, complete an AF Form 8 as MSN evaluation with crew position block indication "MB" and annotate in the flight block as "INIT MSN".

4.3.2. Periodic: Evaluate all areas under GENERAL and MISSION. Periodic, may be accomplished on locally developed and HQ AMC/A3TK approved loads when used on fly-away/off station training (OST) sorties if approved by AMC/A3VK. Static cargo loads will not be used.

4.4. Instructor Evaluations. The flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective, corrective

action. Flight examiners will exercise sound judgment to ensure the explanations/demonstrations do not distract the examinee's attention or disrupt mission objectives.

4.4.1. Initial: Conduct the evaluation with the examinee instructing a student boom operator. Initial instructor evaluation will include areas under GENERAL, QUALIFICATION Area 18, MISSION, and INSTRUCTOR. **NOTE:** The Initial Instructor evaluation will re-establish an individual's mission evaluation eligibility period. If an overall grade is qualification level 3 (Q-3) on areas under GENERAL and/or MISSION, the individual will be graded Q-3 for both evaluations (MSN and INIT INSTR).

4.4.2. Periodic: Instructor Boom Operators will be evaluated on their ability to instruct on all periodic evaluations. Evaluate all areas under GENERAL, QUALIFICATION, MISSION, and INSTRUCTOR.

4.5. Emergency Procedures Evaluations (EPE). Evaluate an aircrew member's knowledge of emergency procedures and systems knowledge during QUALIFICATION and MISSION evaluations. The EPE should cover a cross section of aircraft systems. Examinees should be able to demonstrate an understanding of aircraft systems in emergency scenarios.

4.6. Additional Information.

4.6.1. The BOT may be used for additional training and recheck evaluations in area(s) involving normal, abnormal, or emergency procedures. The BOT will not be used for additional training or re-qualification involving actual contacts or maneuvering of the boom. If a breakaway cannot be evaluated in the BOT because of equipment malfunction, it must be evaluated in-flight or rescheduled.

4.6.2. Boom operator flight examiners will not conduct evaluations when scheduled as primary aircrew members.

4.7. Boom Operator Grading Criteria.

4.8. General.

4.8.1. Area 1, Directives and Publications.

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

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

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

4.8.2. Area 2, Mission Preparation/Planning.

4.8.2.1. Q. Read and initialed for all items in FCIF. Completed/obtained all applicable forms. Complied with all local directives. Attended all required briefings.

4.8.2.2. Q-. Same as above except for minor deviations or omissions which did not impair mission effectiveness. Did not fully comply with local directives, but did not detract from safety.

4.8.2.3. U. FCIF was not reviewed or initialed. Failed to attend required briefings. Failed to obtain/complete all applicable forms, or made major errors or omissions. Did not obtain adequate mission information. Failed to comply with local directives.

4.8.3. Area 3, Use of Checklist.

4.8.3.1. Q. Procedures and checklist items required by flight manual and applicable directives were accomplished in a thorough and proficient manner.

4.8.3.2. Q-. Procedures and checklist items required by flight manuals and applicable directives were accomplished with omission, deviation, or error, which detracted from the overall efficient conduct of the mission. Performance was the minimum acceptable.

4.8.3.3. U. Procedures or checklist items required by flight manual and applicable directives were accomplished with omission, deviation, or error which did, or could adversely affect the successful accomplishment of the mission or task.

4.8.4. Area 4, Safety Consciousness - (Critical).

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

4.8.4.2. U. Not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. Operated aircraft or equipment in a dangerous manner.

4.8.5. Area 5, Judgment/Compliance - (Critical).

4.8.5.1. Q. Prepared and completed mission in compliance with existing regulations and directives. Demonstrated knowledge of operating procedures and restrictions.

4.8.5.2. 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.

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

4.8.6.1. 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.

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

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

4.8.7. Area 7, Communication Procedures.

4.8.7.1. Q. Displayed a satisfactory knowledge of, and compliance with, correct communication procedures. Transmissions were concise and used proper terminology. Accomplished required calls and acknowledged transmissions in a manner which enhanced mission effectiveness.

4.8.7.2. Q-. Displayed adequate communication procedures, but was slow or not concise in making transmissions. Transmissions contained erroneous information or included non-standard terminology. Mission effectiveness was not jeopardized.

4.8.7.3. U. Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted required transmissions or transmitted erroneous information.

4.8.8. Area 8, Aircrew Flight Equipment/Egress.

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

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

4.8.8.3. U. Displayed unsatisfactory knowledge of location and use of aircrew flight equipment systems. Unable to properly operate aircraft egress devices.

4.8.9. Area 9, Knowledge/Completion of Forms.

4.8.9.1. Q. All required forms were complete, accurate, readable, accomplished on time and IAW applicable directives. Related an accurate description of significant events to applicable agencies (Safety, Maintenance, etc.).

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

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

4.8.10. Area 10, Airmanship/Situational Awareness.

4.8.10.1. 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.

4.8.10.2. 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.

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

4.8.11. Area 11, Ground Operations.

4.8.11.1. Q. Complied with established station, start engine, taxi, and take-off times 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 IAW flight manual.

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

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

4.8.12. Area 12, Systems Operations/ Knowledge/Limitations.

4.8.12.1. Q. Demonstrated/explained a complete knowledge of aircraft systems operations/limitations and proper procedural use of systems with minimal reference to flight manual/available aids.

4.8.12.2. Q-. Marginal knowledge of aircraft systems operations and limitations in some areas. Used individual technique instead of established procedure. Required moderate references to flight manual/available aids to differentiate between procedure and technique.

4.8.12.3. U. Unsatisfactory systems knowledge. Unable to demonstrate/explain the procedures for aircraft system operations.

4.8.13. Area 13, Abnormal/Emergency Procedures - (if observed). Boom operators will be graded on their initial response and actions taken to any actual emergency/abnormal conditions that occurs either in-flight or on the ground during the evaluation.

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

4.8.13.2. Q-. Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use of checklist and/or available aids.

4.8.13.3. U. Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids.

4.9. Qualification.

4.9.1. Area 14, AAR (Boom).

4.9.1.1. Q. Demonstrated a satisfactory knowledge of procedures and equipment. Complied with directives. Coordinated with tanker and receiver pilots. Boom control was smooth and contacts were effective. Monitored receiver closely and gave corrections as necessary. Used proper procedures and techniques that would not jeopardize mission or safety.

4.9.1.2. Q-. Same as above except for minor deviations which did not or would not jeopardize safety or mission effectiveness. Boom control was slightly erratic resulting in contacts being delayed

4.9.1.3. U. Failed to accomplish required checks. Boom control was erratic, and/or technique used in attempting contacts resulted in delays to such extend that fuel could not be offloaded within the time available. Inadequate knowledge, procedures, or techniques jeopardized safety of flight.

4.9.2. Area 15, AAR (Centerline Drogue) - (if observed).

4.9.2.1. Q. Demonstrated a satisfactory knowledge of procedures and equipment. Complied with directives. Coordinated with tanker and receiver pilots. Monitored receiver closely and gave corrections as necessary. Used proper procedures and techniques that would not jeopardize mission or safety.

4.9.2.2. Q-. Same as above except for minor deviations which did not or would not jeopardize safety or mission effectiveness.

4.9.2.3. U. Failed to accomplish required checks. Inadequate knowledge, procedures, or techniques jeopardized safety of flight.

4.9.3. Area 16, AAR (Wing A/R Pods) - (if observed).

4.9.3.1. Q. Demonstrated a satisfactory knowledge of procedures and equipment. Complied with directives. Coordinated with tanker and receiver pilots. Monitored receiver closely and gave corrections as necessary. Used proper procedures and techniques that would not jeopardize mission or safety.

4.9.3.2. Q-. Same as above except for minor deviations which did not or would not jeopardize safety or mission effectiveness.

4.9.3.3. U. Failed to accomplish required checks. Inadequate knowledge, procedures, or techniques jeopardized safety of flight.

4.9.4. Area 17, Weight and Balance. Number of errors will be considered even if no tolerances have been exceeded.

4.9.4.1. Q. Criteria.

4.9.4.1.1. Weight: Error not in excess of 3000 lbs. or less

4.9.4.1.2. CG: Error not in excess of 1 percent MAC or less

4.9.4.2. Q-. Criteria.

4.9.4.2.1. Weight: Error exceeded 3000 lbs, but less than 5000 lbs.

4.9.4.2.2. CG: Error exceeded 1 percent, but less than 1.5 percent MAC

4.9.4.3. U. Criteria.

4.9.4.3.1. Weight: Error of 5000lb or more

4.9.4.3.2. CG: Error of 1.5 percent MAC or more

4.9.5. Area 18, BOT. NOTE: If a breakaway cannot be evaluated in the BOT it must be evaluated in-flight or rescheduled to evaluate the area.

4.9.5.1. Q. Consistently used the correct checklist. Performed proper corrective action for each type of malfunction or abnormal condition. Effectively coordinated with other crewmembers throughout mission.

4.9.5.2. Q-. Checklist responses were untimely, with omission, deviation, or error which detracted from overall efficient conduct of the mission. Crew coordination was adequate to accomplish the mission. Performance was the minimum acceptable.

4.9.5.3. U. Used incorrect checklist. Unable to identify the correct checklist to use in a given situation. Procedures or checklist items were accomplished with omission,

deviation, or error, which did, or could adversely affect the successful accomplishment of the mission or task. Demonstrated poor crew coordination, which negatively affected mission accomplishment.

4.10. Mission.

4.10.1. Area 19, Cargo Loading/Unloading.

4.10.1.1. Q. Demonstrated a thorough knowledge of required procedures as outlined in the flight manual and applicable directives. Load planning was accomplished without errors or omissions. Required briefings were clear, concise and accurate. Coordinated with air terminal operation personnel (or equivalent) on cargo loading/unloading matters.

4.10.1.2. Q-. Demonstrated a limited knowledge of required procedures as outlined in the flight manual and applicable directives. Procedures were accomplished with errors or deviations which did/would not detract from the cargo loading/unloading operation or mission. Load planning contained minor errors or omissions without exceeding established limits. Required briefings contained minor errors or omissions.

4.10.1.3. U. Demonstrated an unsatisfactory knowledge of required procedures as outlined in the flight manuals and applicable manuals. Procedures were not complied with which jeopardized mission accomplishment or the safety of the cargo loading/unloading operation. Required briefings were unclear and/or ineffective causing confusion. Failed to coordinate with air terminal operation personnel (or equivalent) on cargo loading/unloading matters. Load planning contained major errors or omissions and/or exceeded established limits.

4.10.2. Area 20, Passenger Handling - (if not observed, verbal).

4.10.2.1. Q. Demonstrated a thorough knowledge of required passenger handling normal/emergency procedures and equipment as outlined in applicable guidance. Passengers briefing were clear, concise, and accurate.

4.10.2.2. Q-. Demonstrated a limited knowledge of required passenger handling, and related emergency procedures and equipment as outlined in applicable guidance. Minor errors or omissions were made in procedures which did/could detract from the overall efficient conduct of the mission or the comfort and control of the passenger. Passenger briefing was accomplished with minor omission or errors.

4.10.2.3. U. Demonstrated an unsatisfactory knowledge of required passenger handling or related emergency procedures and equipment as outlined in applicable guidance. Procedures were not complied with which jeopardized passenger safety or control. Passenger briefing was unclear and/or ineffective.

4.11. Instructor.

4.11.1. Area 21, Instructor Ability - (Critical).

4.11.1.1. 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.

4.11.1.2. U. Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or

anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

4.11.2. Area 22, Demonstration of Knowledge - (Critical).

4.11.2.1. Q. Effectively demonstrated procedures and techniques. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

4.11.2.2. U. Did not demonstrate correct procedure or techniques. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.

4.11.3. Area 23, Student Briefing/Critique - (Critical).

4.11.3.1. 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.

4.11.3.2. U. Briefings were marginal or non-existent. Did not review student's 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 the student's next mission, if required.

BURTON M. FIELD, Lt Gen, USAF
DCS, Operations, Plans and Requirements

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

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-202V1, *Aircrew Training Program*, 22 November 2010

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFI 11-2KC-10V1, *KC-10 Aircrew Training*, 5 June 2012

AFI 11-2KC-10V3, *KC-10 Operations Procedures*, 30 August 2011

AFI 11-215, *Flight Manual Program (FMP)*, 22 December 2008

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 11 May 2005

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 April 2001

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, 3 February 2005

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

AFMAN 36-2236, *Guidebook for Air Force Instructors*, 12 November 2003

AFTTP 3-3.KC-10, *Combat Aircraft Fundamentals KC-10*, 15 October 2010

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 673, *Air Force Publication/Form Action Request*

AF Form 942, *Record of Evaluation*

AF Form 847, *Recommendation for Change of Publication*

AF Form 3862, *Flight Evaluation Worksheet*

AF Form 4031, *CRM Skills Criteria Training/Evaluation*

DD Form 365-4, *Weight and Balance Clearance Form*

Abbreviations and Acronyms

AAR—Air Refueling

AC—Aircraft Commander

ATD—Aircrew Training Device

BOT—Boom Operator Trainer

CG—Center of Gravity

EPE—Emergency Procedures Evaluation

EFTOC—Engine Failure Takeoff Continued

FCIF—Flight Crew Information File

FEF—Flight Evaluation File

GA—Go Around

GPS—Global Positioning System

MQF—Master Question File

PAR—Precision Approach Radar

RQ—Requalification

Attachment 2

FLIGHT EVALUATION WORKSHEET EXAMPLES

Figure A2.1. AF FORM 3862 (PAGES 1 & 4).



FLIGHT EVALUATION WORKSHEET				DATE COMPLETED	
NAME (Last, First, Middle Initial)			RANK		SSN
ORGANIZATION/LOCATION		AIRCRAFT/CREW POSITION		ELIGIBILITY PERIOD	
QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
QUALIFICATION LEVEL			ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED	DUE DATE(s)	DATE ADDITIONAL TRAINING COMPLETED		
EXPIRATION OF QUALIFICATION		CERTIFYING OFFICIAL, RANK, ORG		SIGNATURE	DATE
<input type="checkbox"/> RESTRICTIONS <small>(Explain in Comments on Back)</small>			<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <small>(Explain in Comments on Back)</small>		
CERTIFICATION					
PRINT NAME/GRADE/ORGANIZATION			SIGNATURE/DATE		
FLIGHT EXAMINER					
REVIEWING OFFICER					
FINAL APPROVING OFFICER					

Figure A2.2. KC-10 PILOT FLIGHT EVALUATION WORKSHEET (PAGES 2 & 3).

AREA/SUBAREAS	G	O	U	T	REMARKS	AREA/SUBAREAS	G	O	U	T	REMARKS
GENERAL	■	■	■	X		32. Non-precision Approach					
1. Directives and Publications						32A. NDB					
2. Mission Prep./Planning/Performance						32B. Localizer/VOR					
3. Use of Checklists						32C. ASR					
4. Safety Consciousness	■					32D. TACAN					
5. Judgment/Compliance	■					32E. GPS					
6. Crew Coordination/CRM						33. Circling Approach					
7. Communication Procedures						34. Missed Approach					
8. Life Support Systems/Egress						INSTRUCTOR	■	■	■	X	
9. Knowledge/Completion of Forms						35. Instructor Ability					
10. Airmanship/Situational Awareness						35A. Demonstration of Maneuvers	■				
QUALIFICATION/MISSION	■	■	■	X		35B. Student Briefing/Critique	■				
11. Ground Operations/Taxi						MISCELLANEOUS (If Observed)	■	■	■	X	
12. Takeoff						36. Formation					
13. Rdr Ops/Wtr Avoidance/Windshear						36A. Lead					
14. Fuel Conservation						36B. Departure					
15. VFR Pattern						36C. Join-up					
16. Landings						36D. Enroute					
16A. Full Flap						36E. Breakup					
16B. Partial Flap						36F. Position Changes					
16C. Touch and Go						37. Tactical Maneuvers (TAA/D)					
16D. Right Seat						UNIT					
17. Landing Roll/Braking/Rev. Thrust											
18. All Engine Go-Around (GA)											
19. Engine Out Operations											
20. Engine Out GA/EFTOC											
21. Boldface Emerg. Procedures		■									
22. Other Observed Emerg. Procedures											
23. Systems Ops/Knowledge/Limitations											
24. Tanker A/R											
24A. Rendezvous											
24B. Platform Control											
24C. Breakaway Procedures											
24D. Overrun Procedures											
25. Receiver A/R											
INSTRUMENT	■	■	■	X							
26. Instrument Departure/SID											
27. Enroute Navigation/FMS											
28. Holding											
29. Use of NAVAIDs											
30. Descent/Arrival											
31. Precision Approach											
31A. PAR (If available, else Verbal)											
31B. ILS											

