

**15 APRIL 2008**

***Flying Operations***

***MQ-9 CREW EVALUATION CRITERIA***



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OPR: HQ ACC/A3Y

Certified by: HQ/USAF/A3O  
(Brig Gen Lyn D. Sherlock)  
Pages: 38

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. This instruction contains procedures and criteria for evaluating crew members flying United States Air Force (USAF) MQ-9 aircraft. This publication applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units and members. Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/field operating agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/A3Y, for approval prior to publication IAW AFD 11-2, *Aircraft Rules and Procedures*, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/A3Y, and user MAJCOM/DRU/FOA offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. NOTE: The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. Submit suggested improvements to this publication on AF Form 847, Recommendation for Change of Publication, through channels to HQ ACC/A3Y, 205 Dodd Blvd., Suite 101, Langley AFB, VA 23665-2789. HQ ACC/A3Y will staff/consolidate recommended changes and forward proposed interim changes to HQ USAF/XOOT, 1480 Air Force Pentagon, Washington DC 20330-1480. HQ USAF/XO is the approval authority for changes to this instruction. Request waivers to this instruction through channels to HQ ACC/A3Y. HQ ACC/A3 is the approval authority for waivers unless specifically noted within this instruction.

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Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; AFI 11-401, *Aviation Management*, and E.O. 9397.

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This publication applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units and members.

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## Chapter 1

### GENERAL INFORMATION

#### 1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

#### 1.2. Procedures.

1.2.1. Standardization/Evaluation Flight Examiners (FEs) will use the evaluation criteria in this instruction for conducting all flight and emergency procedure evaluations. To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

1.2.2. All evaluations fall under the Instrument (INSTM), Qualification (QUAL), Mission (MSN), Instructor (INSTR), or SPOT criteria in AFI 11-202V2. INSTM applies to pilots only. Schedule all evaluation activity to occur on one sortie to the greatest extent possible.

1.2.3. FEs may use video recording (VR) devices to reconstruct/evaluate the mission.

1.2.4. FEs will brief examinees on the evaluation purpose, conduct and the evaluation areas prior to flight. Examinees will accomplish required flight planning for the evaluation IAW requirements for their crew position. Examinees will furnish FEs a copy of necessary flight logs, target folders, and other required mission materials.

1.2.5. FEs should not occupy a primary crew position during evaluations except when it would afford the best opportunity to conduct INSTR evaluations.

1.2.6. Areas required to complete an evaluation are indicated with an "R" on applicable evaluation criteria tables. When a required area cannot be evaluated in flight, it will be evaluated by an Aircrew Training Device (ATD) or by oral examination in order to complete the evaluation. Document the use of alternate evaluation methods in the AF Form 8 comments section. If an alternate evaluation method was used in a flight evaluation required area, the next evaluation cannot use an alternate method for that area

1.2.7. FEs will thoroughly debrief all aspects of the flight. The debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified) and any recommended additional training.

#### 1.3. Grading Instructions. Performance standards are in AFI 11-202V2 and this instruction.

1.3.1. FEs will compare examinee performance for each area accomplished during the evaluation with the standards provided in this volume and assign an appropriate grade for the area. FEs will derive the overall flight evaluation grade from the area grades based on a composite for the observed events and tasks IAW this volume.

1.3.2. FEs will base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider momentary deviations from tolerances provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. FEs will consider cumulative deviations when determining an overall grade.

1.3.3. When grading criteria specify evaluation of airspeed and the flight manual lists only a minimum/maximum airspeed for that area, the examinee will brief the desired airspeed.

1.3.4. FEs must exercise judgment when the wording of areas is subjective and when specific situations are not covered.

1.3.5. An unqualified grade in any of the critical areas identified by this instruction requires an overall unqualified grade.

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

1.3.7. The following general criteria apply during all phases of flight except as noted for specific events and instrument final approaches:

1.3.7.1. **Q:**

1.3.7.1.1. **Altitude:** +/-150 feet.

1.3.7.1.2. **Airspeed:** +10/-5 knots indicated airspeed (KIAS).

1.3.7.1.3. **Course:** +/-20 degrees/1.5 nautical miles (NM) (whichever is greater).

1.3.7.2. **Q-:**

1.3.7.2.1. **Altitude:** +/- 200 feet.

1.3.7.2.2. **Airspeed:** +15/-7 KIAS.

1.3.7.2.3. **Course:** +/-30 degrees/3 NM (whichever is greater).

1.3.7.3. **U:** Exceeded Q- limits.

**1.4. Emergency Procedures Evaluation (EPE).** FEs will use an ATD to conduct EPEs, if available and EPE capable. If not using an ATD, administer the EPE orally. This evaluation will include areas commensurate with examinee's qualifications.

1.4.1. Include the following items on all EPEs:

1.4.1.1. Evaluate Pilots and Sensor Operators (SO) on general aircraft and mission systems knowledge as required by their crew position.

1.4.1.2. Evaluate at least two emergency procedures and all CAP per applicable phase of flight, eight emergency procedures minimum. Crewmembers will not be evaluated on events in which they are not specifically trained (e.g. pre-takeoff, takeoff, landing emergency procedures and associated CAP will not be evaluated unless conducting a QUAL for Launch and Recovery (L/R)). Units will publish a list of EPs for which crew are responsible IAW above direction.

1.4.1.3. Evaluate crew coordination where applicable.

1.4.1.4. Evaluate unusual attitude recoveries on all pilot EPEs.

1.4.2. Tailor MSN evaluation scenarios to unit tasking and include areas not normally evaluated in flight. FEs should include the following additional items on the EPE given as a requisite to the mission evaluation.

1.4.2.1. Basic sensor systems operation.

1.4.2.2. Safe passage procedures/threat avoidance.

1.4.3. Unqualified EPE

1.4.3.1. Place examinees receiving an overall unqualified grade in supervised status until completing recommended additional training and/or successfully accomplishing a reevaluation.

1.4.3.2. Examinees receiving an overall unqualified grade because of unsatisfactory CAP accomplishment will not be permitted to fly in their crew position until a successful reevaluation is accomplished.

1.4.4. Use the following grading criteria to grade individual items on EPEs:

1.4.4.1. **Q.** Correct performance. Recognizes and corrects errors.

1.4.4.2. **Q-.** Safe Performance, but limited in proficiency with errors of omission or commission.

1.4.4.3. **U.** Performance is unsafe or indicates lack of knowledge or ability.

**1.5. Crew Resource Management (CRM).** IAW AFI 11-202V2, CRM skills will be evaluated for all crewmembers during all evaluations in the following areas (AFI 11-290, *Cockpit/Crew Resource Management Training Program*, may be used as a reference).

1.5.1. Mission planning/briefing

1.5.2. Crew coordination

1.5.3. Situational awareness/task management.

1.5.4. Risk management/decision making.

1.5.5. Communication.

1.5.6. Mission debriefing

## **1.6. Examinations.**

1.6.1. **Closed book.** All closed book questions will come from the MQ-9 Master Question File (MQF) or local/theater procedures. At least ten percent of the questions will be from local/theater procedures (local area MQF is optional).

1.6.2. **Critical Action Procedures.** This exam will be written from memory. Responses must contain all critical action items in proper sequence for all CAPs the crewmember is qualified in.

1.6.3. **Open book.** Questions are derived from flight manuals and governing command directives.

**1.7. Flight Publications Check.** Units may specify additional publications to be evaluated in the unit supplement to AFI 11-202V2. Flight publications that will be checked for currency and proper posting during all flight evaluations are (electronic copies are acceptable):

1.7.1. T.O. 1Q-9(M)A-1CL-1, *Flight Crew Checklist*

1.7.2. T.O. 1Q-9(M)A-34-1-1CL-1 *Flight Crew Checklist*

**1.8. Documentation of Non-traditional Intelligence, Surveillance, and Reconnaissance (NT-ISR) Results.** Document NT-ISR results in the Mission Description Section of the AF Form 8. Reasons for unsuccessful attempts must be documented on the AF Form 8.

**Table 1.1. Documenting ISR Results (Example)**

Target Acquisition scores were:		
	ATTEMPTED	SATISFIED
Planned	1	1
Ad Hoc	1	0

**1.9. Documentation of Weapons Employment Results.** Document weapons employment results in the Mission Description Section of the AF Form 8 for mission evaluations. Include entries for each type of actual and simulated ordnance that was employed.

1.9.1. **Air-to-Surface (A-S).** Valid or invalid will be assessed IAW AFTTP 3-1.1 MQ-9 shot/kill criteria and results will be entered for each air-to-surface record delivery. FEs will determine weapons employment results for VR assessed deliveries and they will be annotated with an asterisk. Reasons for unsuccessful deliveries must be annotated on the AF Form 8.

**Table 1.2. Documenting A-S Weapons Employment Results (Example)**

Simulated Air-to-Surface weapons scores were:

	ATTEMPTED	VALID
AGM-114(P)	2	2
GBU-12	1	0

1.9.2. **Laser Designator Target Marks.** Marks (including buddy lase) will be scored as a "Hit" if they are assessed as usable for marking the designated target, delivered in a timely manner, and delivery used is tactically sound. They will be scored as a "Miss" if they are unusable for target marking, untimely, or the deliveries are tactically unsound. Reasons for misses must be annotated on the AF Form 8.

**Table 1.3. Documenting Laser Designator Target Marking (Example)**

Laser Designator Target Marking scores were:

HIT	MISS
1	0

1.9.3. **FE Judgment.** FE judgment will be the determining factor in deciding the weapons employment grade. If the examinee's weapon score fails to qualify in any event(s), the FE may elect to award a higher area grade than warranted by the score(s). The FE will include justification for such an award in the Comments Section of the AF Form 8.

**1.10. Records Disposition.** Units will dispose of records IAW Air Force Records Disposition Schedule located at <https://webrims.amc.af.mil>.

## Chapter 2

### EVALUATION REQUIREMENTS

#### 2.1. General.

2.1.1. **Evaluation Procedures.** All evaluations will follow the guidelines set in AFI 11-202V2 and this volume. Before the mission briefing, the flight examiner will brief the examinee on specific evaluation areas and, if applicable, will inform the pilot in command of any special requirements. Use criteria in the chapter for the appropriate crew position for evaluations. Units may modify evaluation profiles based on local operating considerations or FE judgment to complete the evaluation.

#### 2.1.2. Evaluation Requirements.

2.1.2.1. FEs must evaluate all required areas in order to complete the evaluation.

2.1.2.1.1. Document use of alternate evaluation methods in the AF Form 8, Comments section.

2.1.2.1.2. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

2.1.2.2. An asterisk (\*) indicates critical areas (1, 2, 3, 4). A grade of U awarded in any critical area requires an overall Q-3 for the evaluation.

2.1.2.3. Grade all observed areas.

**2.2. Pilot Instrument Evaluation.** A mission flown according to instrument flight rules (IFR) (to the extent practical) best fulfills the objective of the INSTM evaluation. The instrument flight phase will normally be combined with the qualification flight phase. Units may elect to administer this evaluation on any compatible training mission or combined with the mission evaluation. (**NOTE:** For pilots not qualifying in aircraft L/R operations, certain elements of the INSTM evaluation are not required provided the appropriate documentation is included on the AF Form 8, IAW [Table 4.1](#).) Minimum ground phase requisites are:

2.2.1. Instrument examination.

2.2.2. CAP examination.

**2.3. Qualification Evaluation.** A mission evaluating the examinee's ability to safely and effectively operate the aircraft and associated subsystems. This evaluation encompasses basic aircraft handling and pattern work and basic operation of the sensors. For crewmembers not qualifying to perform aircraft L/R operations, certain elements of the QUAL evaluation are not required provided the appropriate documentation is included on the AF Form 8 IAW [Table 4.1](#) and [Table 5.1](#). Minimum ground phase requirements are:

2.3.1. Closed-book examination.

2.3.2. Open-book examination.

2.3.3. EPE.

2.3.4. CAP examination.

**2.4. Mission Evaluation.** Mission profiles that represent unit Designed Operational Capability (DOC) tasking satisfy the requirements of this evaluation. Design the profiles to evaluate the mission qualifications as well as basic airmanship of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) examinees. Design profiles using current tactics, unit DOC tasking, and Area of Responsibility commitments. Profiles will incorporate all appropriate evaluation requirements in [Table 3.1.](#), and will always include weapons employment. Give initial MSN evaluations in the primary DOC of the unit. Evaluations during exercises or deployments are encouraged.

2.4.1. Minimum ground phase requisites are:

2.4.1.1. EPE (Mission scenarios).

2.4.1.2. CAP examination.

2.4.2. Evaluation Profiles. FE judgment may be used to modify evaluation profiles based on local/theater operating considerations.

2.4.2.1. **NT-ISR.** Units should primarily fly NT-ISR evaluations during daytime to allow tasking of all sensor systems; however, units may fly night evaluations. Acquire pre-planned or ad-hoc targets and satisfy applicable essential elements of information (EEI). FEs may assign targets in-flight. The pilot is responsible for positioning the aircraft to allow EEI satisfaction. Targets not acquired due to adverse weather, verified sensor malfunction, or threat reaction will not be graded as misses.

2.4.2.2. **A-S.** Crews will comply with appropriate provisions of AFI 11-214 and MAJCOM supplements.. Acceptable missions and their requirements to fulfill the A-S requirement include:

2.4.2.2.1. Close Air Support (CAS) – Mission sortie flown in support of ground forces (actual or simulated) under the control of a Forward Air Controller (FAC), either air or ground, providing air strike control for the attacks. Mission elements include: Intel scenario and tactical mission planning, execution against actual or simulated threats, simulated or actual weapons employment against designated targets while under positive control of an air or ground FAC interfacing (actual or simulated) with the TACS/AAGS C2 network, and in-flight report (INFLTREP).

2.4.2.2.2. Strike Coordination and Reconnaissance (SCAR) – Coordinate one or more independent attacks by real or simulated strike aircraft, on or off range, with actual or simulated ordnance against lucrative targets identified and validated in specified geographic locations. Mission elements include: Target area reconnaissance and target identification, C3I network interface, RPA-to-striker brief, target marking and striker hand-off, battle damage assessment (BDA) and INFLTREP, as required.

2.4.2.2.3. Surface Attack Tactics (SAT) – Mission sortie designed to develop proficiency in SAT. Mission types include Strategic Attack (SA), Air Interdiction (AI), Time-Sensitive Targeting (TST), Offensive Counter-Air Air-to-Surface (OCA-S), and Destruction of Enemy Air Defenses (DEAD). Mission elements include: Intel scenario and tactical mission planning, execution against actual or simulated threats, simulated or actual weapons delivery against a tactical target, and INFLTREP. Simulated attacks may be conducted against realistic targets IAW local restrictions.

**NOTE:** Basic Mission Capable (BMC) crewmembers will only be evaluated on those missions routinely performed by the examinee. Evaluate only those areas in which they are qualified.

**2.5. Formal Course Evaluation.** Fly evaluations IAW syllabus mission profile guidelines or on a mission profile developed from syllabus training objectives. Units may modify formal course guidelines based on local operating considerations or FE judgment to complete the evaluation. Grade training objectives and related areas using appropriate performance criteria.

**2.6. Instructor Evaluations.**

2.6.1. INSTR flight evaluations will include a thorough evaluation of knowledge, judgment, instructor ability (including error analysis of student activity) and use of grading documents, as well as proficiency in their crew specialty. During the initial INSTR evaluation the examinee must demonstrate the ability to instruct in some phase of the unit's mission. The instructional topic/area will be annotated in the comments section of the AF Form 8. Except for requirements delineated in **Table 3.2.**, the flight examiner will determine specific profiles and/or events. Subsequent periodic evaluations (for example, INSTM/QUAL, QUAL, or MSN) will include instructor portions during the evaluations.

2.6.1.1. Instructors must demonstrate proficiency by instructing a student (or qualified individual acting as a student). The evaluator may require the examinee to present verbal explanations of equipment operations, procedures, and techniques pertinent to crew duties and responsibilities.

2.6.1.2. During any phase of the flight portion of the evaluation, the evaluator may require the examinee to demonstrate (not instruct) and/or present verbal explanations of system operations and/or procedures. Evaluators must ensure oral questions/instructions are clear, concise, pertinent to the individual's crew duties, and do not interfere with normal mission accomplishment.

2.6.2. FEs may administer a periodic INSTR/MSN check on a Formal Training Unit (FTU) instructor during a FTU training sortie.

2.6.3. Periodic FTU INSTR checks conducted with a FTU student will comply with the student FTU evaluation requirements.

2.6.4. An instructor receiving an area grade of U or Q- with additional training in any graded area will not perform instructor duties until the required additional training is complete. This restriction will be written into the comments section and the restrictions block will be marked on the AF Form 8. **Table 3.2.** and **Chapter 3** contain specific INSTR evaluation requirements.

## Chapter 3

### ALL EVALUATIONS

**3.1. General.** The criteria in this chapter apply to all crew positions and all evaluations.

**3.2. Objective.** The examinee must satisfactorily demonstrate the ability to perform required duties safely and effectively, including the operation of appropriate aircraft systems, IAW applicable technical orders, instructions, and directives.

**3.3. Requirements.**

3.3.1. All crewmembers. Evaluate areas are listed in [Table 3.1.](#) on all evaluations.

**Table 3.1. Evaluation Criteria (All).**

AREA	NOTES	TITLE	
1	*	SAFETY	R
2	*	CREW DISCIPLINE	R
3	*	AIRMANSHIP	R
4	*	CREW COORDINATION	R
5		FLIGHT/MISSION PLANNING	R
6		KNOWLEDGE/COMMUNICATION	R
7		TASK MANAGEMENT	R
8		IN-FLIGHT CHECKS/CHECKLIST PROCEDURES	R
9		RISK MANAGEMENT	R
10		EMERGENCY PROCEDURES	R
11		POST-MISSION	R
12-20		RESERVED	

**NOTE:** \* Critical Area.

3.3.2. Instructors. See [Table 3.2.](#) for required evaluation areas.

**Table 3.2. Instructor Evaluation Criteria (Applies to instructors in all crew positions).**

AREA	TITLE	
21	MISSION PREPARATION	R
22	BRIEFINGS/CRITIQUE	R
23	INSTRUCTIONAL ABILITY	R
24	KNOWLEDGE OF PUBLICATIONS/PROCEDURES	R
25	DEMONSTRATION OF PROCEDURES	R
26	TRAINING/EVALUATION FORMS PREPARATION	R
27-30	RESERVED	

**3.4. General Grading Criteria.** Criteria marked **(P)** are for Pilots only. Criteria marked **(SO)** are for Sensor Operators only.

**3.4.1. Area 1 – Safety (Critical)..**

3.4.1.1. **Q.** Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment. Sound judgment enhanced mission accomplishment and was evident in the decision-making process.

3.4.1.2. **U.** Not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. A clear lack of judgment hampered or precluded mission accomplishment. Allowed a dangerous situation to develop without taking proper corrective action or notifying other crewmembers.

**3.4.2. Area 2 – Crew Discipline (Critical).**

3.4.2.1. **Q.** Demonstrated strict professional flight and crew discipline throughout all phases of the mission. Aware of on-going mission status. Recognized, verbalized, and acted on unexpected events. Provided direction and information when needed.

3.4.2.2. **U.** Failed to exhibit strict flight and crew discipline. Violated or ignored rules or instructions. Not aware of on-going mission status. Failed to recognize, verbalize, or act on unexpected events. Did not provide direction or information when needed.

**3.4.3. Area 3 – Airmanship (Critical).**

3.4.3.1. **Q.** Executed the assigned mission in a timely, efficient manner. Demonstrated situational awareness throughout the mission and conducted the flight with a sense of understanding and comprehension. Aware of performance of self and other flight members.

3.4.3.2. **U.** Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that the mission or safety was compromised. Not aware of performance of self and other flight members.

**3.4.4. Area 4 – Crew Coordination (Critical).**

3.4.4.1. **Q.** Coordinated effectively with other crewmembers without misunderstanding, confusion, or undue delay. Provided direction/information when needed. Adapted to meet new situa-

tional demands and focused attention on the task. Asked for inputs and made positive statements to motivate crewmembers.

3.4.4.2. **U.** Breakdown in coordination with other crewmembers precluded mission accomplishment or jeopardized safety. Created confusion or delays that could have endangered the aircraft or prevented mission accomplishment. Did not provide direction/information when needed. Did not adapt to meet new situational demands and focus attention on the task. Did not ask for inputs and made no effort to make positive statements to motivate crewmembers.

#### 3.4.5. **Area 5 – Flight/Mission Planning.**

3.4.5.1. **Q. (P)** Clearly understood mission objectives and developed a sound plan to accomplish the mission. Checked factors applicable to flight (for example, weather, Notices to Airmen (NOTAMS), performance data, fuel requirements, maps, etc.) IAW applicable directives. Aware of alternatives available if flight cannot be completed as planned. Solicited feedback to check understanding of mission requirements. Thoroughly critiqued mission and collection plans to identify potential problem areas. Read and initialed for all items in the Flight Crew Information File (FCIF)/Read Files. Prepared at crew/mission briefing.

3.4.5.2. **Q. (SO)** Reviewed applicable target information and checked factors affecting imagery collection (for example, target characteristics, environmental factors, required EEI, etc.). Provided feedback to ensure understanding of imagery requirements. Thoroughly critiqued collection plan to identify potential problem areas. Read and initialed for all items in the FCIF/Read Files. Prepared at crew/mission briefing.

3.4.5.3. **Q-.** Demonstrated limited knowledge of performance capabilities or approved operating procedures and rules in some areas. Partially defined the mission overview and goals. Solicited some feedback to check understanding of mission requirements and possible contingencies. Incompletely critiqued plans to identify potential problem areas. Made minor errors or omissions that did not detract from mission effectiveness.

3.4.5.4. **U.** Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not define the mission overview and goals. Did not solicit feedback to check understanding of mission requirements. Did not critique plans to identify potential problem areas. Failed to check understanding of possible contingencies. Did not review or initial FCIF. Not prepared at crew/mission briefing.

#### 3.4.6. **Area 6 – Knowledge/Communication.**

##### 3.4.6.1. **General.**

3.4.6.1.1. **Q.** Thorough knowledge of applicable systems limitations and performance characteristics.

3.4.6.1.2. **Q-.** Knowledge of systems, limitations, and performance characteristics sufficient to perform the mission safely. Deficiencies either in depth of knowledge or comprehension.

3.4.6.1.3. **U.** Unsatisfactory knowledge of systems, limitations, or performance characteristics.

##### 3.4.6.2. **Flight Rules/Regulations/Procedures.**

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

3.4.6.2.2. **Q-** Minor deviations to established procedures. Unsure of some directives and/or had difficulty locating some information in appropriate publications. Any instances of non-compliance did not jeopardize safety.

3.4.6.2.3. **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.

#### 3.4.6.3. **Local Area Procedures.**

3.4.6.3.1. **Q.** Thorough knowledge of local procedures.

3.4.6.3.2. **Q-** Limited knowledge of local procedures

3.4.6.3.3. **U.** Inadequate knowledge of local procedures.

#### 3.4.6.4. **Communications.**

3.4.6.4.1. **Q.** Complete knowledge of, and compliance with, correct communications procedures. Transmissions concise with proper terminology and acknowledged all required instructions.

3.4.6.4.2. **Q-** Occasional deviations from procedures that required re-transmissions. Slow in initiating, or missed, several required radio/intercom calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology.

3.4.6.4.3. **U.** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/intercom calls.

#### 3.4.7. **Area 7 – Task Management.**

3.4.7.1. **Q.** Correctly prioritized tasks. Used available resources to manage workload and avoided the creation of self-imposed workload or stress. Clearly communicated and acknowledged workload and task distribution. Clearly stated problems and used facts to come up with solution. Provided adequate time for completion of tasks and prepared for expected or contingency situations.

3.4.7.2. **Q-** Did not consistently or correctly prioritize tasks. Did not always use available resources to manage workload. Did not always clearly communicate or acknowledge workload and task distribution. Did not consistently provide adequate time for completion of task and/or not always prepared for expected or contingency situations.

3.4.7.3. **U.** Unable to correctly prioritize tasks, use available resources to manage workload or avoid self-imposed workload/stress. Failed communicate or acknowledge workload and task distribution. Did not provide adequate time for completion of tasks and/or unprepared for expected or contingency situations.

#### 3.4.8. **Area 8 – In-flight Checks/Checklist Procedures.**

##### 3.4.8.1. **In-flight Checks.**

3.4.8.1.1. **Q.** Performed all in-flight checks as required.

3.4.8.1.2. **Q-** Same as qualified, except for minor deviations or omissions during checks. Did not detract from mission accomplishment.

3.4.8.1.3. **U.** Did not perform in-flight checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected.

#### 3.4.8.2. **Checklist Procedures.**

3.4.8.2.1. **Q.** Efficient location of the appropriate checklist. Able to complete the checklist in a timely manner

3.4.8.2.2. **Q-** Slow to locate the appropriate checklist. Slow to complete the checklist.

3.4.8.2.3. **U.** Unable to locate the appropriate checklist, used incorrect checklist, or consistently omitted checklist items. Excessive delay in completing checklist or did not complete checklist prior to the event.

#### 3.4.9. **Area 9 – Risk Management.**

3.4.9.1. **Q.** Appropriately identified contingencies and alternatives. Gathered and cross-checked available data in a timely manner, and provided rationale for decisions.

3.4.9.2. **Q-** Occasionally identified contingencies and alternatives. Did not always gather and cross check available data before deciding or provide rationale for decisions. Acted indecisively at times.

3.4.9.3. **U.** Failed to identify contingencies or alternatives. Made no effort to gather and cross check available data before deciding, did not state decisions, provide rationale for decisions or get acknowledgment. If pilot in command – failed to establish proper balance between command authority and crewmember participation or acted indecisively.

#### 3.4.10. **Area 10 – Emergency Procedures.** Evaluate actions taken in response to actual or simulated emergencies that occur during the flight check (in-flight or on the ground) until the flight examiner declares the evaluation of the emergency procedure terminated.

3.4.10.1. **Q.** Displayed correct, immediate response to CAP and non-CAP emergency situations. Effectively used checklist.

3.4.10.2. **Q-** Response to CAP emergencies 100% correct. Response to certain areas of non-CAP emergencies or follow-on steps to CAP procedures was slow/confused. Used the checklist/flight manual when appropriate, but slow to locate required data.

3.4.10.3. **U.** Incorrect response for CAP emergency. Unable to analyze problems or take corrective action. Did not use checklist/flight manual or lacks acceptable familiarity with their arrangement or contents.

#### 3.4.11. **Area 11 – Post-Mission.**

##### 3.4.11.1. **Debriefing/Critique.**

3.4.11.1.1. **Q.** Thoroughly debriefed the mission (or applicable portions). Compared mission results with established initial objectives. Debriefed deviations and offered corrective guidance as appropriate.

3.4.11.1.2. **Q-** Debrief covered the mission highlights but was not specific enough. Did not thoroughly discuss performance in relation to mission objectives. Did not debrief all deviations.

3.4.11.1.3. **U.** Did not debrief mission deviations or offer corrective guidance. Feedback not given or given poorly. Attempted to hide mistakes. Not open to feedback or reactions/inputs from others.

#### 3.4.11.2. **Forms/Reports/Logs.**

3.4.11.2.1. **Q.** All required forms and/or flight plans were complete, accurate, readable, accomplished on time and IAW applicable directives.

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

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

3.4.12. **Areas 12—20** – Reserved for future use.

### 3.5. **Instructor Grading Criteria.**

#### 3.5.1. **Area 21 – Mission Preparation.**

3.5.1.1. **Q.** Thoroughly reviewed student's training folder. Ascertained student's present level of training. Assisted student in pre-mission planning and allowed student time for questions. Correctly prioritized training events. Ensured student understood mission training objectives.

3.5.1.2. **Q-** Did not thoroughly review student's training folder or correctly ascertain student's present level of training. Poorly prioritized training events. Training plan/scenario made poor use of time.

3.5.1.3. **U.** Did not review student's training folder. Did not ascertain student's present level of training. Did not assist student with pre-mission planning or did not allow time for questions. Did not prioritize training events. Failed to give student a clear idea of mission training objectives, methods, and sequence of events.

#### 3.5.2. **Area 22 – Briefings/Critique.**

3.5.2.1. **Q.** Briefings were well organized, accurate, and thorough, Training grade reflected the actual performance of the student relative to the standard.

3.5.2.2. **Q-** Minor errors or omissions in briefings and/or critique did not affect safety or adversely affect student progress. Occasionally unclear in analysis of events or maneuvers.

3.5.2.3. **U.** Briefings were marginal or non-existent. Did not review student past performance. Failed to adequately critique student or analyze the mission. Analysis of events or maneuvers was incomplete, inaccurate or confusing. Overlooked or omitted major discrepancies. Training grade did not reflect actual performance of student.

#### 3.5.3. **Area 23 – Instructional Ability.**

3.5.3.1. **Q.** Demonstrated the ability to communicate effectively. Clearly defined all mission requirements and any required additional training/corrective action. Provided appropriate guidance when necessary. Identified and corrected potentially unsafe maneuvers/situations. Instruction/evaluation was accurate, effective and timely.

3.5.3.2. **Q-.** Accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress. Problems in communication or analysis degraded effectiveness of instruction/ evaluation.

3.5.3.3. **U.** Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Made no attempt to instruct. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Did not remain aware of situation at all times. Demonstrated inadequate ability to instruct/evaluate.

**3.5.4. Area 24 – Knowledge of Publications/Procedures.**

3.5.4.1. **Q.** Possessed a high level of knowledge of all applicable systems, techniques, and missions to be performed. Possessed a high level of knowledge of all applicable publications and procedures, and understood how to apply both to enhance mission accomplishment.

3.5.4.2. **Q-.** Deficiencies in depth of knowledge, comprehension of procedures, requirements, systems performance characteristics, mission, or tactics. Minor errors in knowledge of above areas did not affect safety or adversely affect student progress.

3.5.4.3. **U.** Knowledge of publications or procedures was inadequate. Could not apply knowledge obtained from publications. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

**3.5.5. Area 25 – Demonstration of Procedures.**

3.5.5.1. **Q.** Performed required maneuvers/operations within prescribed parameters. Effectively demonstrated procedures and techniques. Provided concise, meaningful in-flight commentary.

3.5.5.2. **Q-.** Minor discrepancies in the above criteria did not affect safety or adversely affect student progress.

3.5.5.3. **U.** Did not demonstrate correct procedure or techniques. Was unable to properly perform required maneuvers/operations. Made major procedural errors. Did not provide in-flight commentary.

**3.5.6. Area 26 – Training/Evaluation Forms Preparation.**

3.5.6.1. **Q.** Completed appropriate training/evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

3.5.6.2. **Q-.** Minor errors or omissions in training/evaluation records. Comments were incomplete or slightly unclear.

3.5.6.3. **U.** Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

**3.5.7. Areas 27—30 – Reserved for future use**

## Chapter 4

### PILOT EVALUATION CRITERIA

#### 4.1. Evaluation Standards.

4.1.1. Evaluation criteria in this chapter are divided into three sections: General, Instrument, and Mission Employment. Use all sections for criteria applicable to the events performed on the evaluation.

4.1.2. Where major areas include sub-areas, assign only one grade to the major areas. Annotate discrepancies on the back of the AF Form 8 by sub-area.

**Table 4.1. Pilot Evaluation Criteria.**

AREA	NOTES	TITLE	INSTM/ QUAL	MSN
<b>I. GENERAL</b>				
31		BRIEFING	R	R
32	1,5	AIRCRAFT LAUNCH	R	
33	1	TAKEOFF	R	
34	1,5	DEPARTURE	R	
35		LEVEL OFF	R	
36		CRUISE/NAVIGATION	R	R
37		FUEL MANAGEMENT	R	R
38		AIRCRAFT OPERATION	R	R
39		COMM/IFF/SIF	R	R
40	2	UNUSUAL ATTITUDE RECOVERIES	R	
41	1	DESCENT	R	
42	1	GO-AROUND	R	
43		ENGINE-OUT PATTERN (emergency landing procedures or Ku Only)	R	
44	1	VFR PATTERN/APPROACH	R	
45	1	LANDING	R	
46	1	AFTER LANDING	R	
47-50		RESERVED		
<b>II. INSTRUMENT</b>				
51		HOLDING		

AREA	NOTES	TITLE	INSTM/ QUAL	MSN
52	1	PENTRATION/ENROUTE DESCENT	R	
53	1	INSTRUMENT PATTERNS	R	
54	1, 3	NON-PRECISION APPROACH	R	
55	1, 3	PRECISION APPROACH	R	
56	1	MISSED APPROACH/CLIMB OUT	R	
57	1	CIRCLING/SIDE-STEP APPROACH		
58		INSTRUMENT CROSS-CHECK	R	
59-60		RESERVED		
<b>III. MISSION EMPLOYMENT</b>				
<b>III.A. GENERAL</b>				
61		TACTICAL PLAN		R
62		TACTICS/THREATS		R
63		MISSION EXECUTION		R
64		TACTICAL NAVIGATION		R
65		INGRESS		R
66		EGRESS		R
67		TIMING		R
68		TRAINING RULES/RULES OF ENGAGEMENT (ROE)		R
69		AIRCRAFT POSITIONING		R
70		RESERVED		
<b>III.B. WEAPONS EMPLOYMENT</b>				
71	4	DECONFLICTION AND ASSET MANAGEMENT		R
72	4	RANGE PROCEDURES		R
73	4	TACS COORDINATION		R
74	4	WEAPONS DELIVERY PROCEDURES		R
75	4	WEAPONS EMPLOYMENT		R

AREA	NOTES	TITLE	INSTM/ QUAL	MSN
76-80		RESERVED		
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. Required only on L/R INSTM/QUAL evaluations FE will list areas not evaluated and include statement, "Individual is not qualified to perform unsupervised takeoff or landing operations until the successful completion of a Launch and Recovery course"</li> <li>2. Unusual Attitude Recovery will only be evaluated in an ATD or verbally evaluated if an ATD is not available.</li> <li>3. Requires both precision and non-precision approaches to complete evaluation provided capability exists.</li> <li>4. IAW AFI 11-214, MAJCOM and Wing supplements.</li> <li>5. May be evaluated in an ATD.</li> </ol>				

## 4.2. General.

### 4.2.1. Area 31 – Briefing.

#### 4.2.1.1. Organization/Presentation.

4.2.1.1.1. **Q.** Well organized and presented in a logical sequence. Presented briefing in a professional manner. Effective use of training aids. Concluded briefing in time to allow for preflight of equipment and aircraft.

4.2.1.1.2. **Q-** Events out of sequence, hard to follow, some redundancy. Did not make effective use of available training aids. Briefing rushed in order to allow for preflight of equipment and aircraft.

4.2.1.1.3. **U.** Confusing presentation. Did not allow time for crew briefing and preflight of equipment and aircraft. Did not use training aids. Redundant throughout briefing. Lost interest of flight members. Terminated briefing early in order to preflight equipment or aircraft.

#### 4.2.1.2. Mission Objectives.

4.2.1.2.1. **Q.** Clearly defined the mission objectives,

4.2.1.2.2. **Q-** Partially defined the mission overview and/or objectives and goals undefined and poorly quantified.

4.2.1.2.3. **U.** Did not establish objectives for the mission.

#### 4.2.1.3. Crewmember Consideration.

4.2.1.3.1. **Q.** Considered the abilities of all crewmembers. Briefed corrective action from previous mission and anticipated problem areas when appropriate.

4.2.1.3.2. **Q-** Did not consider all crewmembers' abilities. Did not identify anticipated problem areas. Did not effectively establish or maintain team concept or environment for open communications.

4.2.1.3.3. **U.** Ignored other crewmembers' abilities and past problem areas. Failed to establish and maintain team concept and environment for open communication.

#### 4.2.2. **Area 32 – Aircraft Launch.**

4.2.2.1. **Q.** Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff IAW approved checklists and applicable directives.

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

4.2.2.3. **U.** Omitted major checklist item(s). Major deviations in procedure, which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff, which degraded the mission or made it non-effective.

#### 4.2.3. **Area 33 – Takeoff.**

4.2.3.1. **Q.** Maintained smooth aircraft control throughout takeoff.

4.2.3.2. **Q-** Minor flight manual procedural deviations. Some under or over control at liftoff.

4.2.3.3. **U.** Takeoff potentially dangerous. Exceeded aircraft/systems limitations.

#### 4.2.4. **Area 34 – Departure (IFR/Visual Flight Rules [VFR]).**

4.2.4.1. **Q.** Performed departure as published/directed and complied with all restrictions.

4.2.4.2. **Q-** Minor deviations in airspeed and navigation occurred during completion of departure.

4.2.4.3. **U.** Failed to comply with published/directed departure instructions.

#### 4.2.5. **Area 35 – Level Off.**

4.2.5.1. **Q.** Leveled off smoothly. Promptly established proper cruise airspeed.

4.2.5.2. **Q-** Level off was erratic. Slow in establishing proper cruise airspeed.

4.2.5.3. **U.** Level off was erratic. Exceeded Q- limits. Excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter, as required.

#### 4.2.6. **Area 36 – Cruise/Navigation.**

4.2.6.1. **Q.** Demonstrated satisfactory capability to navigate using all available means. Used appropriate procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace (i.e., military operating area, restricted area, etc.).

4.2.6.2. **Q-** Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had minor difficulty in establishing/maintaining exact position, area, and course.

4.2.6.3. **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. Often unable to remain within the confines of assigned airspace or FE prompting required to maintain assigned airspace.

**4.2.7. Area 37 – Fuel Management.**

4.2.7.1. **Q.** Actively monitored fuel throughout the mission. Complied with all established fuel requirements.

4.2.7.2. **Q-.** Errors in fuel management procedures, which did not preclude mission accomplishment.

4.2.7.3. **U.** Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management precluded mission accomplishment. Did not adhere to briefed fuel requirements.

**4.2.8. Area 38 – Aircraft Operation.** This area includes applicable aircraft systems operation as prescribed in the flight manual and other governing directives. Also include the individual's system knowledge and proper operating procedures, analysis of equipment malfunctions, and use of proper corrective action.

4.2.8.1. **Q.** Operated aircraft according to procedures and checklists contained in the flight manual and governing directives.

4.2.8.2. **Q-.** Operated aircraft with some deviations, omissions, and/or errors from procedures required by the flight manual or governing directives.

4.2.8.3. **U.** Poor understanding or application of systems knowledge and/or operating procedures. Would have damaged aircraft if allowed to continue uncorrected.

**4.2.9. Area 39 – Communications (COMM)/Identification Friend or Foe (IFF)/ Selective Identification Feature (SIF).**

4.2.9.1. **Q.** Complete knowledge of, and compliance with, correct COMM/IFF/SIF procedures. Transmissions over radio and intercom were concise, accurate, and used proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with communications security requirements, HAVE QUICK, and secure voice equipment (if applicable). Correctly authenticated.

4.2.9.2. **Q-.** Occasional deviations from correct procedures. Minor errors or omissions did not significantly detract from situational awareness, threat warning or mission accomplishment. Demonstrated limited knowledge of communications security requirements, HAVE QUICK and secure voice equipment (if applicable).

4.2.9.3. **U.** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Unable to properly authenticate.

**4.2.10. Area 40 – Unusual Attitude Recoveries (Use ATD).**

4.2.10.1. **Q.** Smooth, positive recovery to level flight with correct recovery procedures.

4.2.10.2. **Q-.** Slow to analyze attitude or erratic in recovery to level flight. Correct recovery procedures used.

4.2.10.3. **U.** Unable to determine attitude. Used improper recovery procedures.

**4.2.11. Area 41 – Descent.**

4.2.11.1. **Q.** Performed descent as directed, complied with all restrictions.

4.2.11.2. **Q-.** Performed descent as directed with minor deviations.

4.2.11.3. **U.** Performed descent with major deviations.

**4.2.12. Area 42 – Go-Around.**

4.2.12.1. **Q.** Initiated and performed go-around promptly IAW flight manual and operational procedures and directives.

4.2.12.2. **Q-.** Slow to initiate go-around or procedural steps.

4.2.12.3. **U.** Did not self-initiate go-around when appropriate. Techniques unsafe or applied incorrect procedures. Erratic aircraft control. Large deviations in runway alignment.

**4.2.13. Area 43 – Engine-Out Traffic Pattern.**

4.2.13.1. **Q.** Performed emergency procedures IAW applicable directives. Used sound judgment. Configured at the appropriate position/altitude. Smooth positive control of aircraft. Able to prioritize actions to safely recover the aircraft. Maintained aircraft control within appropriate standards.

4.2.13.2. **Q-.** Performed emergency procedures with minor deviations, omissions, and/or errors from applicable directives. Configured at a position and altitude, which allowed for a safe approach. Minor deviations from recommended procedures and altitudes. Unnecessary maneuvering due to minor errors in planning or judgment; however, did not jeopardize the safe recovery of the aircraft.

4.2.13.3. **U.** Judgment unsafe. Did not comply with applicable procedures. Performed emergency procedures with major deviations, omissions, and/or errors from recommended procedures and altitudes. Unable to safely recover the aircraft.

**4.2.14. Area 44 – VFR Pattern/Approach.**

4.2.14.1. **Q.** Performed patterns/approaches IAW procedures outlined in the flight manual, operational procedures, and local directives. Aircraft control was smooth and positive. Accurately aligned with runway. Maintained proper/briefed airspeed.

4.2.14.2. **Q-.** Performed patterns/approaches with minor deviations to procedures outlined in the flight manual, operational procedures, and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Slow to correct to proper/briefed airspeed.

4.2.14.3. **U.** Approaches not performed IAW procedures outlined in the flight manual, operational procedures, and local directives. Erratic aircraft control. Large deviations in runway alignment.

**4.2.15. Area 45 – Landing.** For VFR approaches, where runway configuration, arresting cable placement, or flight manual limitations require an adjustment to the desired touchdown point, identify a simulated runway threshold and apply the grading criteria accordingly. For instrument approaches, the examinee should use a normal glide slope from either the decision height or from a point where the examinee visually acquires the runway environment.

4.2.15.1. **Q.** Performed landings IAW procedures and techniques outlined in the flight manual, and local directives. Aircraft control was smooth and positive. Accurate runway alignment.

4.2.15.2. **Q-**. Performed landings IAW procedures and techniques outlined in the flight manual, and local directives with minor deviations, omissions, and/or errors not jeopardizing safety of flight. Rough aircraft control but runway alignment was accomplished.

4.2.15.3. **U**. Landing not performed IAW procedures and techniques outlined in the flight manual, and local directives. Runway alignment not properly accomplished.

**4.2.16. Area 46 – After Landing.**

4.2.16.1. **Q**. Appropriate after landing checks and aircraft taxi procedures accomplished IAW the flight manual and applicable directives. Completed all required forms accurately.

4.2.16.2. **Q-**. Same as qualified except some deviations or omissions noted in performance of after landing checks and/or aircraft taxi procedures in which the examinee did not jeopardize safety.

4.2.16.3. **U**. Made major deviations or omissions in performance of after landing checks or aircraft taxi procedures, which could have jeopardized safety.

**4.2.17. Areas 47—50 – Reserved for future use.**

**4.3. Instrument.**

**4.3.1. Area 51 – Holding.**

4.3.1.1. **Q**. Performed entry and holding IAW published procedures and directives. Holding pattern limit exceeded by not more than +/-20 seconds.

4.3.1.2. **Q-**. Holding pattern limit exceeded by not more than +/-30 seconds.

4.3.1.3. **U**. Holding was not IAW published procedures and directives. Exceeded criteria for Q-.

**4.3.2. Area 52 – Penetration/Enroute Descent (Initial Approach Fix to Final Approach Fix/Descent Point).**

4.3.2.1. **Q**. Performed the penetration/enroute descent and approach as published/directed and IAW applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.

4.3.2.2. **Q-**. Performed the penetration/enroute descent and approach with minor deviations. Complied with most restrictions. Slow to make corrections.

4.3.2.3. **U**. Performed the penetration/enroute descent and approach with major deviations. Erratic corrections.

**4.3.3. Area 53 – Instrument Patterns (Downwind/Base Leg).**

4.3.3.1. **Q**. Performed procedures as published or directed and IAW flight manual. Smooth and timely response to controller instruction.

4.3.3.2. **Q-**. Performed procedures with minor deviations. Slow to respond to controller instruction.

4.3.3.3. **U**. Performed procedures with major deviations/erratic corrections. Failed to comply with controller instruction.

**4.3.4. Area 54 – Non-Precision Approach.**

4.3.4.1. **Q.** Adhered to all published/directed procedures and restrictions. Used appropriate descent rate to arrive at minimum descent altitude (MDA) at or before visual descent point (VDP)/ missed approach point (MAP). Position permitted a safe landing. Maintained proper/briefed airspeed.

4.3.4.1.1. **Airspeed:** +10/-5 KIAS.

4.3.4.1.2. **Heading:** +/-10 degrees.

4.3.4.1.3. **Course:** +/-10 degrees at MAP.

4.3.4.1.4. **Minimum Descent Altitude:** +100/-25 feet.

4.3.4.2. **Q-.** Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position permitted a safe landing. Slow to correct to proper/briefed airspeed.

4.3.4.2.1. **Airspeed:** +15/-7 KIAS.

4.3.4.2.2. **Heading:** +/-20 degrees.

4.3.4.2.3. **Course:** +/-20 degrees at MAP.

4.3.4.2.4. **Minimum Descent Altitude:** +150/-50 feet. (**NOTE:** The -50 foot tolerance applies only to momentary excursions.).

4.3.4.3. **U.** Did not comply with published/directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA, even though not exceeding the -50 foot limit. Could not land safely from the approach

#### 4.3.5. **Area 55 – Precision Approach (PAR or GLS )**

4.3.5.1. **Q.** Performed procedures as directed and IAW flight manual. Smooth and timely response to controller instruction. Complied with decision height. Position permitted a safe landing. Maintained proper/briefed airspeed. Maintained glide path with only minor deviations.

4.3.5.1.1. **Airspeed:** +10/-5 KIAS.

4.3.5.1.2. **Heading:** +/- 5 degrees of controller instruction (PAR). Glide slope/azimuth within one dot (GLS).

4.3.5.2. **Q-.** Performed procedures with minor deviations. Slow to respond to controller's instructions. Position permitted a safe landing. Slow to correct to proper/briefed airspeed. Improper glide path control.

4.3.5.2.1. **Airspeed:** +15/-7 KIAS.

4.3.5.2.2. **Heading:** +/- 10 degrees of controller instruction (PAR). Glide Slope within one dot low or two dots high/Azimuth within two dots (GLS).

4.3.5.2.3. Initiated missed approach (if applicable) at decision height, +50/-25 ft.

4.3.5.3. **U.** Performed procedures with major deviations. Erratic corrections. Did not respond to controller instruction. Exceeded Q- limits. Did not comply with decision height and/or position did not permit a safe landing. Erratic glide path control.

#### 4.3.6. **Area 56 – Missed Approach/Climb Out.**

4.3.6.1. **Q.** Executed missed approach/climb out as published/directed. Completed all procedures IAW flight manual.

4.3.6.2. **Q-.** Executed missed approach/climb out with minor deviations. Slow to comply with published procedures, controller instructions, or flight manual procedures.

4.3.6.3. **U.** Executed missed approach/climb out with major deviations or did not comply with applicable directives.

#### 4.3.7. **Area 57 – Circling/Side-Step Approach.**

4.3.7.1. **Q.** Performed circling/side-step approach IAW applicable flight manual procedures and techniques and AFMAN 11-217V1 & V2, *Instrument Flight Procedures*. Aircraft control was positive and smooth. Proper runway alignment. Airspeed: +10/-5 KIAS.

4.3.7.2. **Q-.** Performed circling/side-step approach with minor deviations to applicable flight manual procedures and techniques and AFMAN 11-217V1 & V2. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but go-around not required. Airspeed: +15/-7 KIAS.

4.3.7.3. **U.** Circling/side-step approach not performed IAW applicable flight manual procedures and techniques and AFMAN 11-217V1 & V2. Erratic aircraft control. Large deviations in runway alignment required go-around.

#### 4.3.8. **Area 58 – Instrument Cross-Check.**

4.3.8.1. **Q.** Effective instrument cross-check. Smooth and positive aircraft control throughout flight. Met "Q" criteria listed in paragraph 1.3.7., applicable special events, or instrument final approaches.

4.3.8.2. **Q-.** Slow instrument cross-check. Aircraft control occasionally abrupt to compensate for recognition of errors. Meets "Q-" criteria listed in paragraph 1.3.7., applicable special events, or instrument final approaches.

4.3.8.3. **U.** Inadequate instrument cross-check. Erratic aircraft control. Exceeded Q- limits.

#### 4.3.9. **Areas 59—60 – Reserved for future use.**

### 4.4. **Mission Employment.**

#### 4.4.1. **General.**

##### 4.4.1.1. **Area 61 – Tactical Plan.**

4.4.1.1.1. **Q.** Well-developed plan that included consideration of mission objectives and potential threats. Appropriately identified contingencies and alternatives.

4.4.1.1.2. **Q-.** Minor omissions in the plan resulted in less-than-optimum achievement of objectives and detracted from mission effectiveness. Planned tactics resulted in unnecessary difficulty.

4.4.1.1.3. **U.** Major errors in the plan precluded accomplishment of the stated objectives. Failed to identify any contingencies or alternatives.

##### 4.4.1.2. **Area 62 – Tactics/Threats.**

4.4.1.2.1. **Q.** Thorough knowledge of all tactics and threats applicable to the mission.

4.4.1.2.2. **Q-.** Deficiencies in depth of knowledge or comprehension of tactics and threats that would not preclude successful mission accomplishment.

4.4.1.2.3. **U.** Insufficient knowledge of tactics and threats contributed to ineffective mission accomplishment.

**4.4.1.3. Area 63 – Mission Execution.**

4.4.1.3.1. **Q.** Applied tactics consistent with the threat, current directives, and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained situational awareness.

4.4.1.3.2. **Q-.** Minor deviations from tactical plan, which did not result in an ineffective mission. Slow to adapt to changing environment. Poor situational awareness.

4.4.1.3.3. **U.** Unable to accomplish the mission due to major errors of commission or omission during execution. Situational awareness lost, aircraft put in undue/unnecessary risk.

**4.4.1.4. Area 64 – Tactical Navigation.**

4.4.1.4.1. **Q..** Maintained terrain awareness. Complied with established altitude minimums. Adhered to airspace restrictions including buffer zones, restrictive fire plans, fire support coordination lines, friendly artillery fans, ingress/egress corridors, and other airspace restrictions.

4.4.1.4.2. **Q-.** Recognized and corrected deviations from planned route of flight. Maintained terrain awareness. Altitude control contributed to exposure to threats for brief periods.

4.4.1.4.3. **U.** Failed to locate desired destination. Deviations from planned route of flight exposed flight to threats. Violated airspace restrictions or altitude minimums. Poor airspeed/altitude control contributed to disorientation. Inadequate terrain awareness.

**4.4.1.5. Area 65 – Ingress.**

4.4.1.5.1. **Q.** Aware of all known/simulated threats and defenses. Employed effective use of route and altitude selection.

4.4.1.5.2. **Q-.** Ignored some of the known/simulated threats and defenses. Improper use of route and altitude selection resulted in unnecessary exposure.

4.4.1.5.3. **U.** Failed to honor known/simulated threats and defenses significantly reducing survivability.

**4.4.1.6. Area 66 – Egress.**

4.4.1.6.1. **Q.** Aware of all known/simulated threats and defenses. Employed effective use of route and altitude selection to complete an expeditious egress from the target area.

4.4.1.6.2. **Q-.** Ignored some of the known/simulated threats and defenses. Egress contributed to unnecessary exposure to threats and delayed departure from target area.

4.4.1.6.3. **U.** Failed to honor known/simulated threats and defenses significantly reducing survivability. Egress caused excessive exposure to threats.

4.4.1.7. **Area 67 – Timing.** The FE may make adjustments in timing for non-crew-caused delays or widen specific timing criterion if the aircraft had to maneuver extensively along the ingress route due to safety restrictions and/or weather.

4.4.1.7.1. **Weapons Delivery Timing.** Evaluate all time-on-target restrictions as follows:

4.4.1.7.1.1. **Q.** +/-1 minute.

4.4.1.7.1.2. **Q-.** +/-3 minutes.

4.4.1.7.1.3. **U.** Exceeded Q- parameters.

4.4.1.7.2. **Mission timing.** Evaluate all briefed mission timings (time at target, fence checks, etc.).

4.4.1.7.2.1. **Q.** Effectively met mission timings.

4.4.1.7.2.2. **Q-.** Met most mission timings.

4.4.1.7.2.3. **U.** Unable to meet mission timings.

4.4.1.8. **Area 68 – Training Rules/Rules of Engagement (ROE).**

4.4.1.8.1. **Q.** Adhered to, and knowledgeable of, all training rules/ROE.

4.4.1.8.2. **Q-.** Minor deviations. Made timely, positive corrections. Did not jeopardize safety of flight.

4.4.1.8.3. **U.** Significant deviations indicating a lack of knowledge of training rules/ROE and their application.

4.4.1.9. **Area 69 – Aircraft Positioning.**

4.4.1.9.1. **Q.** Maneuvered to clearly observe the target/attain EEIs, meet detection concern during all phases of the target prosecution.

4.4.1.9.2. **Q-.** Observation position afforded less than optimal view of the target or deconfliction with participating aircraft. Occasionally out of position to attain EEIs or meet detection concern

4.4.1.9.3. **U.** Observation position did not allow an adequate view of the target. Observation position was inappropriate for attaining EEIs and/or meeting detection concern.

4.4.1.10. **Area 70 – Reserved for future use.**

4.4.2. **Weapons Employment.**

4.4.2.1. **Area 71 – Deconfliction and Asset Management.**

4.4.2.1.1. **Q.** Expeditiously coordinated with and provided timely and accurate holding instructions to strike aircraft. Effectively deconflicted strike aircraft.

4.4.2.1.2. **Q-.** Minor delays or confusion in strike aircraft coordination, deconfliction, or holding instructions.

4.4.2.1.3. **U.** Provided erroneous or inaccurate instructions. Jeopardized own or strike aircraft.

4.4.2.2. **Area 72 – Range Procedures.**

4.4.2.2.1. **Q.** Used proper procedures for entering and exiting the range. Range operations followed established procedures/restrictions.

4.4.2.2.2. **Q-** Minor deviations from established procedures for range entry, exit, or operations.

4.4.2.2.3. **U.** Major deviations from established procedures for range entry, exit, or operations.

**4.4.2.3. Area 73 – Tactical Air Control System (TACS) Coordination.**

4.4.2.3.1. **Q.** Effected timely coordination with all appropriate agencies to include strike clearance.

4.4.2.3.2. **Q-** Coordinated with all appropriate agencies; however, not in a timely, effective manner. Delays caused by untimely coordination did not affect mission accomplishment. Strike clearance was received prior to initiating the attack.

4.4.2.3.3. **U.** Did not coordinate with all appropriate agencies. Delivered weapons without strike clearance. Delays caused by untimely coordination rendered the mission ineffective.

**4.4.2.4. Area 74 – Weapons Delivery Procedures.**

4.4.2.4.1. **Q.** Correctly released the weapons at the planned delivery parameters. At least 50% of weapons assessed as valid attacks at launch./release.

4.4.2.4.2. **Q-** Minor errors resulting in release outside the planned weapons delivery parameters degraded weapons effectiveness. Minor errors in weapons delivery and recovery procedures degraded weapons effectiveness. At least 50% weapons assessed as valid attacks at launch/release.

4.4.2.4.3. **U.** Improper release parameters resulted in the weapons being delivered outside weapon/seeker limits. Major errors in execution of weapons delivery and/or recovery procedures. Less than 50% weapons assessed as valid attacks at launch/release.

**4.4.2.5. Area 75 – Weapons Employment:**

4.4.2.5.1. **Q.** Demonstrated complete knowledge of weapons delivery procedures, attack parameters, weapons effects, and weapons computations for the events performed.

4.4.2.5.2. **Q-** Minor errors in knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

4.4.2.5.3. **U.** Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

**4.4.2.6. Areas 76—80 – Reserved for future use.**

## Chapter 5

### SENSOR OPERATOR EVALUATION CRITERIA

#### 5.1. Evaluation Standards.

5.1.1. Use all sections for criteria applicable to the events performed on the evaluation.

5.1.2. Where major areas include sub-areas, assign only one grade to the major areas. Annotate discrepancies on the back of the AF Form 8 by sub-area.

**Table 5.1. Sensor Operator Evaluation Criteria.**

AREA	NOTES	TITLE	QUAL	MSN
101		BRIEFING	R	R
102	1,3	AIRCRAFT LAUNCH	R	
103		TGP OPERATION	R	R
104		Ku-BAND OPERATION		
105	1	AIRCRAFT RECOVERY		
106-110		RESERVED		
111		SENSOR SYSTEMS UTILIZATION	R	R
112		IMAGERY QUALITY		R
113		TARGET ANALYSIS		R
114-120		RESERVED		
121	2	TARGET MARKING		R
122		TARGET ASSESSMENT		R
123	2	WEAPONS DELIVERY PROCEDURES		R
124	2	WEAPONS EMPLOYMENT		R
125-130		RESERVED		

**NOTES:**

1. Required only for L/R QUAL evaluations. FE will list areas not evaluated and include statement, "Individual is not qualified to perform unsupervised takeoff or landing operations until the successful completion of a Launch and Recovery course."
2. IAW AFI 11-214, MAJCOM and Wing supplements.
3. May be evaluated in an ATD.

## 5.2. General.

### 5.2.1. Area 101 – Briefing.

5.2.1.1. **Q.** Well organized and presented in a logical sequence. Established specific objectives for each of the targets.

5.2.1.2. **Q-.** Poorly organized or incomplete briefing. Target objectives undefined and poorly quantified. Omitted some minor training events.

5.2.1.3. **U.** Confusing presentation or did not brief targets.

### 5.2.2. Area 102 – Aircraft Launch. Includes all activity up to, and including, established climb configuration.

5.2.2.1. **Q.** Accomplished procedures and checklists required by the flight manual, governing directives, and published unit procedures without omissions or errors.

5.2.2.2. **Q-.** Deviations from published standards occurred, detracting from overall mission efficiency without rendering the mission ineffective.

5.2.2.3. **U.** Errors or omissions jeopardized mission accomplishment or flight safety.

### 5.2.3. Area 103 – TGP Operation.

5.2.3.1. **Q.** Demonstrated satisfactory capability to collect imagery using all available sensors.

5.2.3.2. **Q-.** Minor errors in procedures or equipment use during imagery collection. Slow to use appropriate settings (specify in AF Form 8).

5.2.3.3. **U.** Major errors in procedures or equipment use during imagery collection. Could not use appropriate settings (specify in AF Form 8).

### 5.2.4. Area 104 – Ku-Band Operation.

5.2.4.1. **Q.** Demonstrated satisfactory capability to configure and collect using Ku mode.

5.2.4.2. **Q-.** Minor errors or omissions in using approved checklists/procedures to configure PSO rack and collect during Ku operations.

5.2.4.3. **U.** Major errors or omissions in using approved checklists/procedures to configure PSO rack and collect Ku operations.

### 5.2.5. Area 105 – Aircraft Recovery. This area includes all activity from start of the Descent through the Before Landing checklist

5.2.5.1. **Q.** Accomplished procedures and checklists required by the flight manual and governing directives accurately and effectively.

5.2.5.2. **Q-.** Accomplished procedures and checklists required by the flight manual and governing directives with minor omissions, deviations or errors.

5.2.5.3. **U.** Errors or omissions could have jeopardized mission

### 5.2.6. Areas 106-110 – Reserved for future use.

## 5.3. Mission Employment.

### 5.3.1. Sensor Operations.

**5.3.1.1. Area 111 – Sensor Systems Utilization.**

5.3.1.1.1. **Q.** Correctly operated the sensor to acquire and exploit the target.

5.3.1.1.2. **Q-** Poor operation of sensor hindered target identification, acquisition or exploitation of the target.

5.3.1.1.3. **U.** Could not direct sensors to acquire or exploit targets.

**5.3.1.2. Area 112 – Imagery Quality.**

5.3.1.2.1. **Q.** Successfully imaged all assigned/attempted targets IAW mission requirements.

5.3.1.2.2. **Q-** Image quality was degraded (crew-induced factors), but still permitted accurate interpretation.

5.3.1.2.3. **U.** Sensor induced factors caused poor image resulting in non-fulfillment of EEIs.

**5.3.1.3. Area 113 – Target Analysis.**

5.3.1.3.1. **Q.** Accurately identified key features of target including status and meaning of activity.

5.3.1.3.2. **Q-** Could identify most but not all key features of target including status and/or level of activity.

5.3.1.3.3. **U.** Could not identify key features or determine status of target.

**5.3.1.4. Area 114-120 – Reserved for future use.****5.3.2. Weapons Employment.****5.3.2.1. Area 121 – Target Marking.**

5.3.2.1.1. **Q.** Accomplished accurate and timely marking.

5.3.2.1.2. **Q-** Minor procedural errors degraded laser target marking effectiveness/weapon employment.

5.3.2.1.3. **U.** Improper laser marking procedures resulted in unsuccessful point outs or weapons delivery.

**5.3.2.2. Area 122 – Target Assessment.**

5.3.2.2.1. **Q.** Accurately assessed level of damage and could determine overall post-strike status of target as damaged or destroyed.

5.3.2.2.2. **Q-** Assessment was inaccurate, confusing, or incomplete.

5.3.2.2.3. **U.** Could not assess level of damage or determine post-strike status of target.

**5.3.2.3. Area 123 – Weapons Delivery Procedures.**

5.3.2.3.1. **Q.** Followed all current procedures and guidance during weapons delivery. At least 50% valid attacks for each launch/release in allowable WEZ/at ballistic release point.

5.3.2.3.2. **Q-** Minor errors in weapons delivery procedures degraded weapons effectiveness. At least 50% valid attacks for launches/releases in allowable WEZ/at ballistic release point.

5.3.2.3.3. **U.** Major errors in execution of weapons delivery procedures. Less than 50% valid attacks for launches/releases in allowable WEZ/at ballistic release point

**5.3.2.4. Area 124 – Weapons Employment.**

5.3.2.4.1. **Q.** Demonstrated complete knowledge of weapons delivery procedures, attack parameters, weapons effects, and weapons computations for the events performed.

5.3.2.4.2. **Q-** Minor errors in knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

5.3.2.4.3. **U.** Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

**5.3.2.5. Areas 125-130 – Reserved for future use.**

## Chapter 6

### INFORMATION COLLECTION, RECORDS, AND FORMS.

**6.1.** Information Collections. No information collections are created by this publication.

**6.2.** Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (will convert to AFMAN 33-363) and disposed of in accordance with the AFRIMS RDS located at [https://afrims.amc.af.mil/rds\\_series.cfm](https://afrims.amc.af.mil/rds_series.cfm).

**6.3.** Forms (Adopted and Prescribed).

6.3.1. Adopted Forms. AF Form 8, *Certificate of Aircrew Qualification*; and AF Form 847, *Recommendation for Change of Publication*.

6.3.2. Prescribed Forms. No forms are prescribed by this publication..

DANIEL J. DARNELL, Lt Gen, USAF  
DCS, Operations, Plans & Requirements

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

AFPD 11-2, Aircraft Rules and Procedures, 14 January 2005  
AFPD 11-4, Aviation Service, 1 September 2004  
AFI 11-202V2, Aircrew Standardization/Evaluation Program, 8 Dec 2006  
AFI 11-214, Air Operations Rules and Procedures, 22 Dec 2005  
AFI 11-290, Cockpit/Crew Resource Management Training Program, 11 Apr 2001  
AFI 11-2MQ-9V1, MQ-9 – Crew Training, TBD  
AFI 33-360, Publications and Forms Management, 18 May 2006  
AFMAN 11-210, Instrument Refresher Course Program (IRP), 11 Feb 2005  
AFMAN 11-217V1, Instrument Flight Procedures, 3 Jan 2005  
AFMAN 11-217V2, Instrument Flight Procedures, 6 Aug 1998  
DoD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*, 4 Feb 1998  
AFI 11-401, *Aviation Management*, 7 Mar 2007  
AFMAN 37-123, *Management of Records* (will become AFMAN 33-363), 31 August 1994  
AFRIMS RDS, [https://afrims.amc.af.mil/rds\\_series.cfm](https://afrims.amc.af.mil/rds_series.cfm)

***Abbreviations and Acronyms***

**ACC**—Air Combat Command  
**A-S**—Air-to-Surface  
**ATD**—Aircrew Training Device  
**AWACS**—Airborne Warning and Control System  
**BMC**—Basic Mission Capable  
**CAP**—Critical Action Procedure  
**CMR**—Combat Mission Ready  
**CRM**—Cockpit/Crew Resource Management  
**DOC**—Designed Operational Capability  
**EI**—Essential Elements of Information  
**EPE**—Emergency Procedures Evaluation  
**FAC**—Forward Air Controller  
**FCIF**—Flight Crew Information File

**FTU**—Formal Training Unit  
**GCI**—Ground Controlled Intercept  
**GCS**—Ground Control Station  
**HQ**—Headquarters  
**IAW**—In Accordance With  
**IFF**—Identification Friend or Foe  
**IFR**—Instrument Flight Rules  
**INFLTREP**—In-Flight Report  
**INSTM**—Instrument  
**INSTR**—Instructor  
**KIAS**—Knots Indicated Airspeed  
**MAJCOM**—Major Command  
**MAP**—Missed Approach Point  
**MDA**—Minimum Descent Altitude  
**MQF**—Master Question File  
**MSN**—Mission  
**NM**—Nautical Miles  
**NOTAMS**—Notices to Airmen  
**NT-ISR**—Non-Traditional Intelligence, Surveillance and Reconnaissance  
**OPR**—Office of Primary Responsibility  
**P**—Pilot  
**PSO**—Pilot/Sensor Operator  
**QUAL**—Qualification  
**RAP**—Ready Aircrew Program  
**ROE**—Rules of Engagement (Combat only)  
**RPA**—Remotely Piloted Aircraft  
**SA**—Strategic Attack  
**SAT**—Surface Attack Tactics  
**SCAR**—Strike Coordination and Reconnaissance  
**FE**—Standardization/Evaluation Flight Examiner  
**SIF**—Selective Identification Feature  
**SO**—Sensor Operator

**TACS**—Tactical Air Control System

**TOT**—Time Over Target

**TST**—Time-Sensitive Targeting

**VDP**—Visual Descent Point

**VFR**—Visual Flight Rules

**VR**—Video Recorder

### *Terms*

**Aircrew Training Device**—An approved training device for the MQ-9. It can include an Operational Flight Trainer, Part Task Trainer, Ground Control Station, or any other approved device that allows crewmembers to practice tasks without requiring an actual aircraft.

**Basic Mission Capable**—The status of an crew member who has satisfactorily completed Mission Qualification Training prescribed for full qualification to perform the basic unit operational missions but does not maintain CMR status. Crew accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These crew members may also maintain special capabilities.

**Combat Mission Ready**—The status of an crew member who has satisfactorily completed Mission Qualification Training prescribed for full qualification to perform the basic unit operational missions and maintains qualification and proficiency in these missions.

**Cockpit/Crew Resource Management**—The effective use of all available resources--people, weapon systems, facilities, equipment, and environment -- by individuals or crews to safely and efficiently accomplish an assigned mission or task.

**Deviation**—Performing an action not in compliance with current procedures, directives, or regulations. Do not consider performing action(s) out of sequence due to unusual or extenuating circumstances a deviation. In some cases, momentary deviations may be acceptable; however, consider cumulative momentary deviations in determining the overall qualification level.

Minor: Did not detract from mission accomplishment, adversely affect use of equipment, or violate safety.

Major: Detracted from mission accomplishment, adversely affected use of equipment, or violated safety.

**Emergency Procedures Evaluation**—An evaluation of crew knowledge and responsiveness to critical and non-critical EPs conducted verbally by a FE in an ATD.

**Error**—Departure from standard procedures. Performing incorrect actions or recording incorrect information.

Minor: Did not detract from mission accomplishment, adversely affect use of equipment, or violate safety.

Major: Detracted from mission accomplishment, adversely affected use of equipment, or violated safety.

**Initial Qualification Training**—Training to qualify the crew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Aircraft Qualification status.

**Mission Qualification Training**—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Omission**—To leave out a required action or annotation.

Minor: Did not detract from mission accomplishment, adversely affect use of equipment, or violate safety.

Major: Detracted from mission accomplishment, adversely affected use of equipment, or violated safety.

**Operational Flight Trainer**—A training device that dynamically simulates the flight characteristics of the designated aircraft to train crew members in normal cockpit procedures, instrument flight procedures, emergency procedures, and limited combat mission execution. Trainer combines safety of flight operation and some warfighting tasks, and provides skill integration training.

**Squadron Supervisor**—Squadron Commander, Operations Officer, Assistant Operations Officers, or Flight Commanders.