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Flying Operations

**RC-26B AIRCREW EVALUATION CRITERIA**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, AFPD 11-4, *Aviation Service*, and is used in conjunction with AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes evaluation criteria for the operation of RC-26B aircraft to safely, and successfully accomplish its worldwide Intelligence, Surveillance, and Reconnaissance (ISR) mission. This instruction applies to all active duty and Air National Guard (ANG) aircrews operating the RC-26B aircraft.

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are Title 37 USC Section 301a, *Incentive Pay*; Public Law 92-204, *Appropriations Act for 1973*, Section 715; Public Law 93-570, *Appropriations Act for 1974*; Public Law 93-294, *Aviation Career Incentive Act of 1974*; and E.O. 9397, *Numbering System for Federal Accounts Relating to Individual Persons*. System of records notice F011 AF XO A. Aviation Resource Management System (ARMS) applies. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123, *Management of Records*, and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at <https://webrims.amc.af.mil>.

This is a new Air Force Instruction and must be reviewed in its entirety.

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## Chapter 1

### GENERAL INFORMATION

#### 1.1. General.

1.1.1. This AFI provides flight examiners and aircrews with procedures and evaluation criteria/tolerances to be used during flight evaluations required by AFI 11-202, Volume 2, *Aircrew Stan/Eval Program*.

1.1.2. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews.

1.1.3. Evaluators use this AFI when conducting aircrew evaluations.

1.1.4. Instructors use this AFI when preparing aircrews for qualification.

#### 1.2. Applicability.

1.2.1. This AFI is applicable to all active duty and ANG crews operating the USAF RC-26B aircraft.

1.2.2. Copies should be available to all aircrew members operating these aircraft.

#### 1.3. Terms Explained.

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

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

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

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

#### 1.4. Deviations and Waivers.

1.4.1. 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 the ANG’s Combat Operations Branch (ANG/XOOC.)

1.4.2. If necessary, request waivers from ANG/XOOC according to AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*.

#### 1.5. Requisition and Distribution Procedures.

1.5.1. Order this AFI through the servicing publications distribution office (PDO).

1.5.2. Unit commanders provide copies for all aircrew members and associated support personnel.

## 1.6. Improvement Recommendations.

1.6.1. Send comments and suggested improvements to this instruction on AF Information Management Tool (IMT) 847, **Recommendation for Change of Publication**, to NGB-CDS-A and ANG/XOOC.

1.6.2. ANG/XOOC will process recommendations IAW AFI 11-215, *USAF Flight Manuals Program (FMP)*.

**1.7. Program Administration.** NGB-CDS-A and ANG/XOOC will share MAJCOM Standardization/Evaluation functions as outlined in AFI 11-202 Volume 2.

1.7.1. Flight Crew Information File (FCIF) items will be issued by ANG/XOOC and are applicable to all USAF RC-26B aircraft.

1.7.2. Formal Aircrew Standardization/Evaluation Visits (ASEV) will be administered by NGB-CDS-A in conjunction with ANG/XOOC. An ASEV will be administered to each RC-26B unit within 60-months of the previous ASEV, or within 60-months after a unit's first operational mission. RC-26B ASEV procedures are detailed in [Attachment 2](#).

1.7.2.1. RC-26B aircrews assigned to NGB-CDS-A and ANG/XOOC will maintain Instructor qualification and be certified as Flight Evaluators.

1.7.3. Staff Assistance Visits. NGB-CDS-A and ANG/XOOC may conduct Staff Assistance Visits (SAV) only when formally requested by a unit. SAVs may include any Standardization/Evaluation or training related area the unit requests.

1.7.3.1. Reports, if generated by a SAV, will be informal and for internal use only.

**1.8. Unit Standardization/Evaluation Programs.** USAF RC-26B aircraft are assigned to units in various MAJCOMS. To validate mission effectiveness and document crewmember qualifications throughout the differing units, CD Program Managers will integrate RC-26B Standardization/Evaluation functions to align with their local Operations Group Standardization/Evaluation (OGV).

**1.9. RC-26B CD Program Manager Duties.** RC-26B CD Program Managers will:

1.9.1. Perform all applicable Squadron Commander duties found in AFI 11-202 Volume 2. *Aircrew Standardization/Evaluation Program*.

1.9.2. With OG/CC approval, designate in writing the most highly qualified and experienced instructors as RC-26B flight examiners (FE). RC-26B FEs work with, but are not assigned to, OGV. Local RC-26B programs may have more than one FE per crew position.

1.9.3. Participate in OGV trend programs only for discrepancies common to both RC-26B and local PAA (i.e. instrument procedures). A separate trend program is not required.

**1.10. RC-26B Flight Examiner Procedures.**

1.10.1. RC-26B Flight Examiners are authorized to administer evaluations to crewmembers assigned to other RC-26B units, regardless of parent unit MAJCOM.

1.10.2. Flight examiners will be current and qualified when administering evaluations.

1.10.3. 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.

1.10.4. Flight examiners will normally not evaluate personnel they have primarily trained or recommended for upgrade evaluation.

1.10.5. 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.

1.10.6. 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.

1.10.7. 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.

1.10.8. The judgment of the flight examiner, guidance provided in AFI 11-202 Volume 2 *Aircrew Standardization/Evaluation Program*, 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 grades assigned, and any additional training required.

1.10.9. In the event of unsatisfactory performance, the flight examiner will determine additional training requirements. Normally, additional training should not be accomplished on the same flight.

1.10.9.1. Immediately notify the examinee's RC-26B Program Manager, if available, when less than Q-1 performance is observed.

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

## 1.11. Evaluations.

1.11.1. Flight evaluations will be conducted on a dedicated training sortie and not scheduled during an operational mission. Photo targets for evaluations may be actual Law Enforcement Agency (LEA) support requests, but the LEA may not be on the aircraft for the evaluation. No-Notice or SPOT evaluations may be conducted during operational missions, but will not interfere with mission accomplishment.

1.11.2. Conduct evaluations at the frequency prescribed in AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*.

1.11.3. Pilots qualified in more than one MDS aircraft must receive an instrument evaluation in the RC-26B.

**1.12. Use of AF IMT 3862, Aircrew Evaluation Worksheet.** Units will overprint AF IMT 3862 (or a suitable substitute), using the examples at [Attachment 3](#) or [Attachment 4](#), to use as an evaluation worksheet. Copy each title, area number, and text (in the order illustrated), and shading to the appropriate blocks. Units may add special interest items and/or local evaluation requirements. In-flight, use the worksheet to ensure all required areas are evaluated. Record positive and negative trend information and aircrew member's performance. File the worksheet or draft copy of the AF IMT 8, Certificate of Aircrew

Qualification, in the aircrew member's Flight Evaluation Folder (FEF) immediately after the flight evaluation as a temporary record of the evaluation results. Maintain until the finished AF IMT 8, Certificate of Aircrew Qualification, is added to the FEF, then discard.

### 1.13. Grading Policies.

1.13.1. 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.

1.13.2. 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 equipment safely and effectively during all phases of an evaluation.

1.13.3. Use the grading criteria in **Chapter 5** of this instruction to grade areas accomplished during an evaluation.

1.13.3.1. The flight examiner must grade the areas listed as "required" in **Chapter 5** of this instruction.

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

1.13.3.3. When in-flight evaluation of a required area is not possible, the area may be verbally evaluated. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision. Document the reasons and type of alternative method used in the comments section of the AF IMT 8, Certificate of Aircrew Qualification. All Critical areas must be accomplished in-flight.

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

1.13.3.5. For pilots only, when grading criteria recommend that airspeed control be evaluated, and the flight manual lists only minimum/maximum/recommended airspeeds for that area, the examinee will brief the desired airspeed.

1.13.4. Flight examiners will use the grading criteria in this instruction to assist in determining proper grades. Examiner judgment will determine the overall grade.

1.13.4.1. An instructor or flight examiner who is graded Q-2 or Q-3 on any evaluation will not perform instructor or examiner duties until the required training is complete and documented.

**1.14. Grading System. NOTE:** This paragraph is for reference only and duplicates information in AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, allowing the evaluator a single-source instruction to conduct an evaluation. When a conflict occurs, use AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*.

1.14.1. Overall Qualification Levels.

1.14.1.1. Qualification Level 1 (Q-1). The aircrew member demonstrated desired performance and knowledge of procedures, equipment, and directives within tolerances specified in this

instruction. Qualification Level 1 will be awarded when no discrepancies were noted and may be awarded when discrepancies are noted if:

1.14.1.1.1. The discrepancies resulted in no more than a “Q-” grade being given in any area(s).

1.14.1.1.2. In the judgment of the flight examiner, none of the discrepancies preclude awarding of an overall Qualification Level 1.

1.14.1.1.3. All discrepancies noted during the evaluation were cleared during the debrief of that evaluation.

1.14.1.2. Qualification Level 2 (Q-2). The aircrew member demonstrated the ability to perform duties safely, but:

1.14.1.2.1. There were one or more area(s) where additional training was assigned.

1.14.1.2.2. A non-critical area grade of “U” was awarded.

1.14.1.2.3. In the judgment of the flight examiner, there is justification based on performance in one or more areas.

1.14.1.3. Qualification Level 3 (Q-3). The aircrew member demonstrated an unacceptable level of safety, performance or knowledge.

1.14.1.3.1. A grade of “U” awarded in a critical area requires an overall “Q-3” for the evaluation.

1.14.1.3.2. An overall “Q-3” can be awarded if, in the judgment of the flight examiner, there is justification based on performance in one or more areas.

1.14.1.4. The flight examiner will indicate all appropriate restriction(s) and additional training on the AF IMT 8, Certificate of Aircrew Qualification.

1.14.2. A “Q” is the desired level of performance. The examinee demonstrated a satisfactory knowledge of all required information, performed aircrew duties within the prescribed tolerances and accomplished the assigned mission.

1.14.2.1. A “Q-” indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the flight examiner. Deviations from established standards must not exceed the prescribed “Q-” tolerances or jeopardize flight safety.

1.14.2.2. Assign a “U” area grade for any breach of flight discipline, performance outside allowable parameters or deviations from prescribed procedures/ tolerances that adversely affected mission accomplishment or compromised flight safety. An examinee receiving an area grade of “U” normally requires additional training. When, in the judgment of the flight examiner, additional training will not constructively improve examinee’s performance, it is not required. In this case, the flight examiner must thoroughly debrief the examinee.

1.14.3. Boldface. Grade Boldface either “Q” or “U.”

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

are identified by "(Critical)" in the area title and shading of Q- block on the AF IMT 3862, Aircrew Evaluation Worksheet (see examples at [Attachment 3](#) and [Attachment 4](#)).

### **1.15. Evaluation Requirements.**

1.15.1. Boldface/Critical Action Procedures (CAPs). Evaluate crewmember's knowledge of Boldface/CAPs on all recurring evaluations. Evaluation may be conducted during the ground or flight phase.

1.15.2. Ground Evaluation. Conduct a ground evaluation during all evaluations to determine the crewmember's overall general knowledge. The ground evaluation may be conducted prior to, during or after the flight evaluation.

1.15.3. Emergency Procedure Evaluation (EPE). Evaluate crewmember's knowledge of Emergency Procedures on all recurring evaluations. Evaluation may be conducted during the ground or flight phase.

1.15.4. Publications Check. Individual publications are not required. In units that do not issue individual publications aircrews are still responsible for current and accurate publications required for the mission.

### **1.16. Aircrew Testing.**

1.16.1. Passing grade for written Examinations is 85 percent. Correct all examinations to 100 percent. Min passing grade for Boldface/CAP exams is 100%.

1.16.1.1. Crewmembers failing to attain passing grades will be re-tested using another version of the examination.

1.16.1.2. Crewmembers failing requisite examinations will be grounded until they successfully complete a retake.

1.16.2. Passing grade for Boldface/Critical Action Procedures (CAPs) is 100 percent. Crewmembers failing a Boldface/CAP examination will be grounded until successfully re-accomplished.

1.16.3. Qualification Evaluations.

1.16.3.1. Open Book. Examination will consist of a minimum of 50 questions. Questions may be derived from aircraft flight and performance manuals, and AFI 11-2RC-26B, Volume 3, *Operations Procedures*.

1.16.3.2. Closed Book. Examination will consist of a minimum of 25 questions derived from the RC-26B Master Question File. Administration of the RC-26B Master Question File (MQF) is the responsibility of ANG/XOOC. "MQF" will include questions directly from aircraft flight manuals. All crewmembers will receive a copy of the "MQF".

1.16.3.3. Boldface/CAPs. Examination will cover each Boldface/Critical Action Emergency Procedure applicable to an individual's specialty.

1.16.4. Instrument Evaluations.

1.16.4.1. Pilots are required to complete the Instrument Refresher Course and Instrument Examination IAW AFMAN 11-210, *Instrument Refresher Program (IRP)*. Examination will consist of a

minimum of 50 questions. All questions are derived from AFMAN 11-210, *Instrument Refresher Program (IRP)*. Questions maybe downloaded from the AF Flight Standards web site.

**1.17. Flight Evaluation Folders (FEF).** Follow guidance from parent unit supplement to AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, and the following:

1.17.1. Section I (left side). This section contains AF IMTs 942, Record of Evaluation, AF IMTs 1381, USAF Certification of Aircrew Training, or Letter of Xs, and any letters of certification, and backup electronic storage media (if used).

1.17.2. Section II (right side). This section contains the aircrew member's AF IMTs 8, Certificates of Aircrew Qualification, and Memos for Record IAW AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, paragraph 7.5.2.2.

## Chapter 2

### PILOT EVALUATIONS

#### 2.1. General:

2.1.1. Grading criteria is defined in [Chapter 5](#) and [Table 2.1](#).

**2.2. General Criteria.** Apply the following criteria for grading all phases of flight except as noted for specific events or during observation operations using briefed minimum altitudes or airspeeds:

**Table 2.1. General Grading Criteria.**

GRADE	Altitude	Airspeed	Course
Q	+/- 100 feet	+/- 5 knots	+/- 5°
Q-	+/- 200 feet	+/- 10 knots	+/- 10°
U	Exceeded Q- limits		

**2.3. Pilot INSTM/QUAL Evaluations.** The examinee must demonstrate the ability to operate the aircraft and accomplish all pilot or copilot duties safely and effectively in accordance with the applicable flight manuals, regulations, and directives. All initial and recurring evaluations include a qualification and instrument evaluation. To the maximum extent possible, INSTM evaluations will include approaches at airfields other than home field.

**2.4. Pilot MSN Profiles.** Use tactical scenarios that are realistic and practical to satisfy the requirements of this evaluation. The FE will develop a scenario based on the profiles below. Both Photo Reconnaissance and Surveillance procedures should be evaluated on all mission evaluations. MSN evaluations should be flown using the unit's tactics. Exceptions to the minimum number of targets are permitted for specialized missions. Successful acquisition of targets will be based on the requested intelligence information and/or FE judgment. FEs may assign targets in flight. Targets not acquired due to adverse weather or verified sensor malfunctions will not be charged against the crew.

2.4.1. Photo Reconnaissance. A minimum of three targets will be assigned and successfully photographed or video recorded for completion of the flight check. At least one target must be a route line for pilot steering using the Cockpit Display Unit (CDU) during the photograph pass.

2.4.2. Surveillance Evaluation. A minimum of three ground areas of interest will be assigned, acquired, and video recorded for successful completion of the flight check. One target will be an area or structure and one target will be a moving vehicle. VHS recording of all targets is required if VTR is functional.

**Table 2.2. Pilot Evaluation Requirements****C – Critical Area****R – Required Area****\* – Copilots not authorized**

AREA	TITLE	QUAL	INSTM	MISSION
<b>GENERAL</b>				
1	Safety	C	C	C
2	Aircrew Discipline	C	C	C
3	Airmanship	C	C	C
4	Mission Planning/Preparation	R	R	R
5	Briefings	R	R	R
6	Preflight	R	R	R
7	Checklists	R	R	R
8	Fuel Management	R	R	R
9	Comm/IFF/SIF	R	R	R
10	After Landing/Post Flight	R	R	R
11	CRM	R	R	R
12	Flight Leadership	R	R	R
13	Debriefing/Critique	R	R	R
14	Knowledge	R	R	R
15	Bold Face Emergency Procedures	C	C	C
16	Emergency Procedures	R	R	R
20	Takeoff	R	R	R
21	Landing	R	R	R
<b>QUALIFICATION</b>				
21a	Full Flap Landing	R		
21b	Half Flap Landing	R		
21c	No Flap Landing	R		
22	Simulated Engine Out Landing*	R		
23	Go Around, Simulated Engine Out*	R		
24	VFR Traffic Patterns	R		

**C – Critical Area      R – Required Area      \* – Copilots not authorized**

AREA	TITLE	QUAL	INSTM	MISSION
<b>INSTRUMENT</b>				
30	Departure/Climb		R	
31	Cruise/Navigation		R	
32	Holding		R	
33	Descent		R	
34-35	Precision Approach		R	
36-40	Non-Precision Approach		R	
41	Missed Approach		R	
42	Circling Approach			
<b>MISSION</b>				
51	Tactical Plan (Aircraft Commanders only)			R
52	Tactical Execution			R
53	Radio Transmissions			R
54	Visual/TCAS Lookout			R
55	CD Unique ROE			R
56	Photo Target Acquisition			R
57	Surveillance Target Acquisition			R
58	IR/TV Sensor Operation/Tactics			R

**2.5. Upgrade Aircraft Commander Evaluations.** Upgrade Aircraft Commander evaluations will include as a minimum a Qual Evaluation. Upgrade Aircraft commander evaluations will include a thorough evaluation of the examinee's CRM abilities. This is a one-time check in which the examinee must demonstrate the ability to safely fly the aircraft from the left seat and manage a crew through the proper application of CRM.

## Chapter 3

### MISSION SYSTEMS OFFICER EVALUATIONS

**3.1. MSO QUAL/MSN Evaluation.** The examinee must demonstrate the ability to accomplish all duties safely and effectively in accordance with the applicable flight manuals, regulations, and directives

**3.2. MSO MSN Profiles.** Use tactical scenarios that are realistic and practical to satisfy the requirements of this evaluation. The FE will develop a scenario based on the profiles below. Both Photo Reconnaissance and Surveillance procedures should be evaluated on all mission evaluations. MSN evaluations should be flown using the unit's tactics. Exceptions to the minimum number of targets are permitted for specialized missions. Successful acquisition of targets will be based on the requested intelligence information and/or FE judgment. FEs may assign targets in flight. Targets not acquired due to adverse weather or verified sensor malfunctions will not be charged against the crew.

3.2.1. Photo Reconnaissance. A minimum of three targets will be assigned and successfully photographed or video recorded for completion of the flight check. MSO must demonstrate creation and activation of a waypoint and route. One target will require refinement of coordinates.

3.2.2. Surveillance Evaluation. A minimum of three ground areas of interest will be assigned, acquired, maintained in the field of view (FOV), and video recorded for successful completion of the flight check. One target will be an area or structure and one target will be a moving vehicle. VHS recording of all targets is required if VTR is functional.

**Table 3.1. MSO Evaluation Requirements****C – Critical Area    R – Required Area**

<b>AREA</b>	<b>TITLE</b>	<b>QUAL/MISSION</b>
1	Safety	C
2	Aircrew Discipline	C
3	Airmanship	C
4	Mission Planning/Preparation	R
5	Briefings	R
6	Preflight	R
7	Checklists	R
9	Comm/IFF/SIF	R
11	Cockpit/Crew Resource Management	R
13	Debriefing/Critique	R
14	Knowledge	R
15	Bold Face Emergency Procedures	C
16	Emergency Procedures	R
51	Tactical Plan	R
52	Tactical Execution	R
53	Radio Transmissions	R
55	CD Unique ROE	R
56	Photo Target Acquisition	R
57	Surveillance Target Acquisition	R
58	IR/TV Sensor Operation/Tactics	R

## Chapter 4

### INSTRUCTOR EVALUATIONS

**4.1. Instructor (INSTR) Evaluation:** Instructor evaluations will be conducted IAW AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*. Flight evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability. This is an evaluation in which the examinee must demonstrate ability to instruct at least one item from each type of evaluation category (Instrument / Qualification / Mission). Except for requirements delineated in **Table 2.2.** for pilots and **Table 3.1.** for MSOs, specific profiles and/or events will be determined by the flight examiner. All subsequent evaluations (for example, Instrument/Qualification, Mission) will include instructor portions during the evaluations. This may include a demonstration or a briefing of a maneuver or procedure. In all cases the instructor will be required to perform at the instructor versus the basic level. Accomplish initial instructor evaluations on actual instructional missions whenever possible. When students are not available, the flight examiner may serve as the student for the purpose of evaluating the examinee's instructional ability.

4.1.1. Instructor grading criteria is presented in paragraph **5.4.**

#### **4.2. Flight Examiner Objectivity Evaluation: (Optional)**

4.2.1. An FE objectivity evaluation is a flight/EPE critique objectivity evaluation administered to a unit FE, or FE candidate, who is administering an evaluation. Overall rating for this type of an evaluation will be either qualified (Q-1) or unqualified (Q-3).

4.2.2. A qualified rating (Q-1) indicates that the FE complied with HHQ and local stan/eval directives, properly briefed and debriefed the examinee, correctly identified discrepancies, awarded the correct grade for each evaluated area, awarded the appropriate overall grade and, if required, assigned appropriate additional training.

4.2.3. An unqualified rating (Q-3) will be awarded when, in the FE's judgment, the candidate failed to satisfy the requirements of paragraph **4.2.2.** above. The OG/CC or CD Program Manager will determine the status of the candidate receiving an unqualified FE objectivity evaluation as applicable.

4.2.4. FE objectivity grading criteria will be defined by local unit OGV.

4.2.5. These evaluations do not fulfill the requirement of periodic evaluations required by this instruction. FE objectivity evaluations will be documented on an AF IMT 8, Certificate of Aircrew Qualification.

## Chapter 5

### GRADING CRITERIA

#### 5.1. General Information:

5.1.1. The grading criteria in this chapter define the areas that need to be evaluated for specific evaluations. Sections include general, mission, instructor, and FE objectivity grading criteria.

5.1.2. Areas marked (P) are for pilots/copilots only; areas marked (MSO) are for MSOs only. All other areas are common to all aircrews.

5.1.3. Where major areas are divided into sub-areas, only one grade will be assigned to the major areas. Discrepancies on the back of the AF IMT 8, Certificate of Aircrew Qualification, will be annotated by subarea.

#### 5.2. General Grading Criteria :

##### Area 1. Safety (Critical):

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

U Was not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment.

##### Area 2. Aircrew Discipline (Critical):

Q Demonstrated strict professional flight and crew discipline throughout all phases of the mission.

U Failed to exhibit strict flight or crew discipline. Violated or ignored rules or regulations.

##### Area 3. Airmanship (Critical):

Q Executed the assigned mission in a timely manner. Conducted the flight with a sense of understanding and comprehension.

U Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.

##### Area 4. Mission Planning/Preparation:

Q Developed a sound plan to accomplish the mission. Checked all factors applicable to flight, for example; weather, NOTAMS, alternate airfields, flight logs, performance data, fuel requirements, maps, etc., in accordance with applicable directives. Aware of alternatives available, if flight cannot be completed as planned. Prepared at briefing time.

Q- Same as above, except minor errors or omissions that did not detract from mission effectiveness. Knowledge of performance capabilities or approved operating procedures marginal in some areas.

U Major errors or omissions that would preclude safe and effective mission accomplishment. Faulty knowledge of operating data or procedures. Not prepared at briefing time. Did not sign FCIF prior to flight.

##### Area 5. Briefings:

a. Organization:

Q Well organized and presented in a logical sequence.

Q- Events out of sequence, hard to follow, some redundancy.

U Disorganized. Illogical sequence during presentation caused confusion.

b. Presentation.

Q Presented briefing in a professional manner. Effective use of training aids. Crewmembers clearly understood mission requirements.

Q- Did not make effective use of available training aids. Dwelled on non-essential mission items.

U Did not use training aids. Redundant throughout briefing. Lost interest of crewmembers. Presentation created doubts or confusion.

c. Mission Coverage:

Q Established objectives for the mission. Presented all evaluation events and effective technique discussion for accomplishing the mission.

Q- Omitted some minor evaluation events. Limited discussion of techniques.

U Did not establish objectives for the mission. Omitted evaluation training events or did not discuss techniques.

Area 6. Preflight:

Q Established and adhered to station, start engine, taxi, and take-off times to assure thorough preflight, crew briefing, etc. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.

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

U Omitted major items of the appropriate checklist. Major deviations in procedures, 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.

Area 7. Checklists:

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

Q- Tended to make minor checklist deviations including incorrect or untimely responses.

U Consistently omitted checklist items. Unable to identify the correct checklist to use for a given situation. Did not ensure checklist was completed prior to event taking place.

Area 8. Fuel Management (P):

Q Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed Joker/Bingo calls.

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

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.

Area 9. Comm/IFF/SIF:

Q Complete knowledge of and compliance with correct Comm/IFF/SIF procedures. Transmissions concise with proper terminology. Complied with and acknowledged all required instructions.

Q- Occasional deviations from correct procedures that required retransmissions or resetting codes. Slow in initiating required actions. Transmissions contained extraneous matter, were not in proper sequence, or nonstandard terminology used.

U Incorrect procedures or poor performance precluded mission accomplishment or jeopardized safety.

Area 10. After Landing/Post flight (P):

Q Appropriate after landing and engine shutdown checks were accomplished as published/directed. All required forms were complete, accurate and readable. Maintenance discrepancies were properly documented and debriefed.

Q- Minor deviations or omissions were noted in performance of after landing or engine shutdown checks, which did not jeopardize safety. Minor errors or omissions in required forms and maintenance documents caused some information to be reported incorrectly or incompletely.

U Major deviations or omissions were made in performance of the after landing or engine shutdown checks, which would have jeopardized safety. Forms or maintenance documents were not accomplished or major errors or omissions caused significant information to be omitted or incorrectly reported.

Area 11. Cockpit/Crew Resource Management:

Q A high level of skill in coordination, teamwork, and efficient flight operations.

Q- Coordinated with other crewmembers with minor exceptions. Intracrew communications were not clear or concise.

U Breakdown in coordination with other crewmembers was detrimental to mission effectiveness or jeopardized safety.

Area 12. Flight Leadership (P):

Q Positively directed the flight during accomplishment of the mission and made timely comments to correct discrepancies when required. Made sound and timely in-flight decisions.

Q- In-flight decisions delayed mission accomplishment.

U Did not accomplish the mission or failed to correct in-flight discrepancies. In-flight decisions jeopardized mission accomplishment.

Area 13. Debriefing/Critique:

Q Thoroughly debriefed the mission (or applicable portions). Compared mission results with initial objectives that were established for the mission. Debriefed deviations. Offered corrective guidance as appropriate.

Q- Limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.

U Did not debrief mission deviations or offer corrective guidance.

Area 14. Knowledge: (Units will ensure that all applicable subareas are evaluated.)

a. Aircraft General:

Q Thorough knowledge of aircraft systems, limitations, and performance characteristics.

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

U Unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.

b. Flight Rules/Procedures/Local Area Procedures:

Q Thorough knowledge of flight rules, procedures, regulations, and directives.

Q- Deficiencies in depth of knowledge. Unsure of some directives but could locate information in appropriate publication. Deficiencies did not jeopardize safety.

U. Inadequate knowledge of flight rules and procedures. Could not locate them in appropriate publication in a timely manner. Jeopardized safety or mission success.

Area 15. BOLD FACE Emergency Procedures (Critical):

Q Made correct immediate responses. Maintained aircraft control (P). Coordinated proper crew actions.

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

Area 16. Emergency Procedures

Applies to non-BOLD FACE procedures and emergency procedures not associated with a specific system.

Q Analyzed actual/simulated malfunctions and described steps for completing emergency procedures in correct sequence without delay. Used checklist and available aids.

Q- Analyzed actual/simulated malfunction. Made minor omissions or deviations in describing steps of emergency procedure. Experienced delays, omissions or deviations in use of checklist or available aids.

U Was unable/failed to analyze a simulated or actual malfunction. Procedures were incorrect or omitted. Delayed response. Did not use checklist and/or available aids.

Area 20. Takeoff(P):

Q Maintained smooth, positive aircraft control throughout takeoff. Performed the takeoff as directed. Maintained centerline. Rotated the aircraft no earlier than rotation speed and no later than rotate speed + 10 knots.

Q- Made minor deviations from published procedures without affecting safety of flight. Control was rough or erratic. Was hesitant in application of procedures/corrections. Rotated the aircraft no earlier than rotation speed and no later than rotate speed + 15 knots.

U Violated flight manual procedures. Failed to establish proper climb attitude. Over controlled the aircraft, resulting in excessive deviation from intended flight path. Attempted to rotate the aircraft below rotation speed or delayed rotation past rotate speed + 15 knots.

Area 21 through 22 will use the following grading criteria (P):

Specific items to evaluate include threshold altitude/airspeed, alignment with runway, flare and touchdown, and landing roll.

Q Performed landings as published/directed and met the following criteria:

Airspeed +/- 5 knots

Distance from designated point down runway  $-500/+1000$  ft

Distance left or right of centerline 15 ft

Q- Performed landings with minor deviations to procedures as published/directed. Exceeded Q criteria but not the following:

Airspeed  $-5/+10$  knots

Distance from designated point down runway  $-500/+2000$  ft

Distance left or right of centerline 25 ft

U Landing was not performed as published/directed. Exceeded Q- parameters.

Area 21. Landing (P):

Area 21a. Full flap Landing (P):

Area 21b. Half Flap Landing (P):

Area 21c. No Flap Landing (P):

Area 22. Simulated Engine Out Landing (P):

Specific items to evaluate include threshold altitude/airspeed, alignment with runway, flare and touchdown, and landing roll.

Q Performed landings as published/directed and met the following criteria:

Airspeed  $-5/+10$  knots

Distance from designated point down runway  $-500/+1000$  ft

Distance left or right of centerline 20 ft

Q- Performed landings with minor deviations to procedures as published/directed.

Exceeded Q criteria but not the following:

Airspeed  $-5/+15$  knots

Distance from designated point down runway  $-500/+2000$  ft

Distance left or right of centerline 30 ft

U Landing was not performed as published/directed. Exceeded Q- parameters.

Area 23. Go Around, Simulated Engine Out (P):

Q Initiated and performed go around promptly. Applied smooth, coordinated control inputs. Acquired and maintained a positive climb.

Airspeed  $-5/+10$  knots (of briefed airspeed)

Course/Heading  $+/-10$  degrees

Q- Was slow or hesitant to initiate go around. Made minor procedural deviations, which did not affect safety. Rudder and aileron inputs were in correct direction but some over/under control. Acquired and maintained a positive climb.

Airspeed  $-5/+15$  knots (of briefed airspeed)

Course/Heading  $+/-15$  degrees

U Did not initiate go around when appropriate or directed. Deviations or misapplication of procedures could have led to an unsafe condition. Exceeded limits of Q-.

Area 24. VFR Traffic Patterns (P):

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

Altitude +/- 100 ft

Airspeed +/- 5 knots

Q- Performed traffic pattern and turn to final/final approach with minor deviations to procedures as published/directed. Aircraft control was not consistently positive and smooth, but safe. Over/under shot final approach slightly but was safely able to land. Adequately cleared area of intended flight.

Altitude +/- 200 ft

Airspeed +/- 10 knots

U Traffic pattern and turn to final/final approach were not performed as published/directed. Displayed erratic aircraft control. Over/under shot final approach by a wide margin. Did not clear area of intended flight. Exceeded Q- parameters.

Area 30. Departure/Climb (P):

Q Performed departure as published/directed and complied with all restrictions or controlling agency instructions. Made all required reports. Applied course/heading corrections promptly. Demonstrated smooth, positive aircraft control. Visually cleared the area, if VMC.

Airspeed +/- 5 knots (of briefed airspeed)

Course/Heading +/- 5 degrees (when assigned or specified)

Q- Performed departure as published/directed and complied with all restrictions. Was slow to comply with controlling agency instructions or unsure of reporting requirements. Was slow to apply course/heading corrections. Aircraft control was not consistently smooth and positive, but was safe. Visually cleared the area, if VMC.

Airspeed +/- 10 knots (of briefed airspeed)

Course/Heading +/- 10 degrees (when assigned or specified)

U Failed to comply with published/directed departure instructions, controlling agency instructions. Accepted clearance, which could not be complied with. Aircraft control was erratic/unsafe. Did not visually clear the area, if VMC. Exceeded limits of Q-.

Area 31. Cruise/Navigation (P):

Q Properly used appropriate navigation equipment/procedures. Established and maintained planned course. Was aware of aircraft position at all times. Properly tuned, identified, and monitored nav aids.

Altitude +/- 100 ft

Airspeed +/- 5% knots (as briefed)

Course +/- 5 degrees

Q- Made minor errors in procedures or use of navigation equipment. Was slow to comply with clearance instructions. Had some difficulty in establishing position. Made minor errors in tuning, identifying or monitoring nav aids.

Altitude +/- 200 ft

Airspeed +/-10% knots (as briefed)

Course +/-10 degrees

U Made major errors in procedures or use of navigation equipment to the extent that position was unreliable. Exceeded limits of Q-.

Area 32. Holding (P):

Q Performed entry and holding procedures as published/directed.

Altitude +/-100 ft

Airspeed +/-5 knots

Q- Performed entry and holding procedures with minor deviations to directives that did not jeopardize safety or mission success.

Altitude +/-200 ft

Airspeed +/-10 knots

U Exceeded holding airspace limits or the criteria limits for Q-.

Area 33. Descent (P):

Q Performed descent as directed. Complied with all restrictions. Visually cleared the area, if VMC. Accomplished required checks.

Altitude +/-100 ft (Level off)

Airspeed +/-5 knots (if applicable)

Course/Heading +/-5 degrees (when assigned or specified)

Q- Performed descent as directed with deviations that did not affect mission accomplishment or compromise safety. Visually cleared the area adequately if VMC. Was slow to accomplish required checks.

Altitude +/-200 ft

Airspeed +/-10 knots (if applicable)

Course/Heading +/-10 degrees (when assigned or specified)

U Performed descent with major deviations. Did not accomplish required checks. Failed to visually clear the area if VMC. Exceeded the limits for Q-.

Area 34. Precision Approach (ILS) (P):

**NOTE:** Only one precision approach, PAR or ILS, is required for the evaluation.

Q Performed procedures as published/directed. Smooth and timely corrections to azimuth and glide slope. Complied with decision height. Position would have permitted a safe landing.

Airspeed +/-5 knots

Glide slope within one dot

Azimuth within one dot

Q- Performed procedures with minor deviations. Was slow to make corrections. Complied with decision height. Position would have permitted a safe landing.

Airspeed -5/+10 knots

Glide slope within two dots above and one dot below

Azimuth within two dots deflection

U Performed procedures with major deviations. Made erratic corrections. Did not comply with decision height. Position would not have permitted a safe landing. Exceeded limits of Q-.

Area 35. Precision Approach Radar (PAR) (P):

**NOTE:** Only one precision approach, PAR or ILS, is required for the evaluation.

Q Performed procedures as published/directed. Made smooth and timely response to controllers instructions. Complied with decision height. Position would have permitted a safe landing.

Airspeed +/-5 knots

Heading within 5 degrees of controller's instructions

Q- Performed procedures with minor deviations. Was slow to respond to controller's instructions. Complied with decision height. Position would have permitted a safe landing.

Airspeed -5/+10 knots

Heading within 10 degrees of controller's instructions

U Performed procedures with major deviations. Made erratic corrections. Did not respond to controller instructions. Did not comply with decision height. Position would not have permitted a safe landing. Heading and airspeed exceeded limits of Q-.

Area 36 through 40 will use the following grading criteria:

**NOTE:** Only one non-precision approach is required for the evaluation.

Non-Precision Approach (P):

Q Performed procedures as published/directed. Made smooth and timely corrections. Arrived at MDA prior to or at missed approach point/visual descent point. Position would have permitted safe landing. Correctly computed/adjusted timing when required to determine MAP.

Airspeed +/-5 knots

Heading/Course +/- 5 or degrees or less than half scale deflection of CDI

Altitude after reaching MDA and prior to MAP -50/+100

Q- Performed procedure with minor deviations. Was slow to make corrections. Arrived at MDA prior to or at missed approach point/visual descent point. Position would have permitted safe landing. Made minor error in computing/adjusting timing when required to determine MAP.

Airspeed -5/+10 knots

Heading/Course +/-10 degrees or less than full scale deflection of CDI

Altitude after reaching MDA and prior to MAP -50/+200

U Performed procedures with major deviations. Made erratic corrections. Exceeded limits of Q-. Did not arrive at MDA prior to or at missed approach point/visual descent point. Position would not have permitted safe landing. Failed to compute or adjust timing when required to determine MAP.

Area 36. VOR Approach (P):

Area 36. TACAN Approach (P):

Area 38. Localizer Approach (P):

Area 39. ASR Approach (P):Area 40. NDB Approach (P):Area 41. Missed Approach (P):

Q Executed missed approach as published/directed. Completed all procedures.

Q- Executed missed approach with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.

U Executed missed approach with major deviations. Failed to comply with published procedures, controller instructions, or flight manual procedures.

Area 42. Circling Approach (P) (Not required):

Q Complied with all procedures/controller instructions. Remained within the specified distance. Achieved proper displacement. Completed circle to final without over/under shoot. Maintained:

Altitude -0/+50 ft

Airspeed -5/+10 knots

Q- Complied with all procedures/controller instructions but aircraft control was not smooth or applied improper techniques for achieving proper displacement. Remained within specified distance, but circle resulted in over/under shoot. Maintained:

Altitude -50/+150 ft

Airspeed -5/+15 knots

U Failed to follow procedures or controller instructions. Did not remain within the specified distance. Lost sight of the field but did not execute a missed approach. Did not meet the parameters of Q-.

**5.3. Mission Grading Criteria:**Area 51. Tactical Plan:

Q Well-developed plan that included consideration of mission objectives and capabilities of all flight members. Addressed contingencies in development of plan.

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.

U Major errors in the plan precluded accomplishment of the stated objectives.

Area 52. Tactical Execution:

Q Applied tactics consistent with current directives and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained awareness of situation.

Q- Minor deviations from tactical plan which did not result in an ineffective mission. Slow to adapt to changing environment. Poor awareness of situation.

U Unable to accomplish the mission due to major errors of commission or omission during execution of the plan. Lost awareness of situation.

Area 53. Radio Transmissions:

Q Radio communications (both internal and external) were concise, accurate, and effectively used to direct maneuvers or describe the tactical situation.

Q- Minor terminology errors or omission occurred, but did not significantly detract from awareness of situation, mutual support, or mission accomplishment. Extraneous comments over primary or secondary radios presented minor distractions.

U Radio communications over primary/secondary radios were inadequate or excessive. Inaccurate or confusing terminology significantly detracted from mutual support, awareness of situation, or mission accomplishment.

Area 54. Visual/TCAS Lookout (P):

Q Demonstrated thorough knowledge and effective application of Visual/TCAS lookout techniques for all phases of flight.

Q- Demonstrated limited knowledge of visual/TCAS lookout techniques. Did not establish lookout responsibilities for all phases of flight. Slow to acquire targets to be avoided.

U Demonstrated unsatisfactory knowledge and/or application of visual/TCAS lookout responsibilities.

Area 55. CD Unique Rules of Engagement (ROE):

Q Adhered to and knowledgeable of all ROE.

Q- Minor deviations. Made timely and positive corrections. Did not jeopardize safety of flight.

U Significant deviations indicating a lack of knowledge of ROE.

Area 56. Photo Target Acquisition:

Q Successfully acquired all assigned/attempted targets IAW mission requirements. Targets positioned within central 50 percent of camera footprint.

Q- Target positioned outside central 50 percent but within central 80 percent of camera footprint. Photo should have been better but self-induced factor caused accurate interpretation beyond central 80 percent of photograph. Acquired greater than 50 percent of the assigned/attempted targets.

U Target not completely within camera footprint. Self-induced factor caused target to be partially or completely out of frame. Acquired 50 percent or less of assigned/attempted targets.

Area 57. Surveillance Target Acquisition:

Q Successfully acquired and maintained in the FOV all assigned/attempted targets IAW mission requirements.

Q- Acquired greater than 50 percent of the assigned/attempted targets, but not able to maintain targets in FOV. Minimal mission degradation.

U Acquired 50 percent or less of assigned/attempted targets. Was not able to maintain acquired targets in the FOV. Unable to accomplish mission.

Area 58. IR/TV Sensor Operation/Tactics:

Q Correctly operated the sensor to acquire the target. Used optimal sensors and settings to maximize mission objectives. Was able to properly tune the sensor display to permit observation operations.

Q- Poor tuning of sensor hindered target identification degrading observation operations. Did not thoroughly understand tuning procedures.

U Improper tuning of sensor prevented target identification. Poor use of level/gain controls created an unusable picture. Did not understand basic tuning controls and their function.

**5.4. Instructor Grading Criteria:**Area 90. Mission Preparation:

Q Thoroughly reviewed student training folder. Ascertained student's present level of training. Assisted student in pre-mission planning and allowed student time for questions. Gave student a clear idea of mission training objectives.

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

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

Area 91. Instructor Ability:

Q Demonstrated the ability to communicate effectively. Provided appropriate corrective guidance when necessary. Planned ahead and made timely decisions. Presented information in a timely and effective manner. Pointed out errors, but allowed student time to perform tasks and make errors in order to learn.

Q- Minor errors or omissions. Problems in communications or analysis degraded effectiveness of instruction. Slow to make decision, present information.

U Showed an inability to effectively communicate and provide timely feedback to student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Made no attempt to teach. Instructor ability very doubtful.

Area 92. Instructor Knowledge:

Q Demonstrated in-depth knowledge of procedures, publications, aircraft systems, techniques, performance characteristics, tactics, and missions beyond that expected of non-instructors.

Q- Minor errors in knowledge of above areas that did not affect safety or adversely affect student progress.

U Unfamiliar with procedures, publications, aircraft systems, techniques, performance characteristics, tactics and missions. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

Area 93. Briefings/Critique:

Q Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Showed an excellent ability during the critique to reconstruct the flight, offer mission analysis, and provide corrective guidance when appropriate. Training grade reflected the actual performance of the student relative to standard.

Q- Minor errors or omissions in briefings and/or critique that did not affect safety or adversely affect student progress.

U Briefings were marginal or nonexistent. Did not review student's training folder for past performance. Failed to critique student or analyze the mission. Training grade did not reflect actual performance of student. Over-looked or omitted major discrepancies.

Area 94. Forms Completion:

Q Completed all applicable forms IAW regulations and established procedures in a timely manner.

Q- Completed all applicable forms IAW regulations and established procedures with minor deviations.

U Did not complete forms or completed them with numerous, serious errors.

Area 95. Demonstration of Maneuvers/Procedures:

Q Performed required maneuvers/procedures within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.

Q- Performed required maneuvers/procedures with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.

## Chapter 6

### FORMS ADOPTED

**6.1. Forms Adopted.** AF Form 8, **Certificate of Aircrew Qualification**; AF Form 847, **Recommendation for Change of Publication**; AF Form 3862, **Aircrew Evaluation Worksheet**, AF IMT 942, **Record of Evaluation**, AF IMT 1381, **USAF Certification of Aircrew Training**.

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Acting DCS/Air & Space Operations

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

AFPD 11-2, *Aircraft Rules and Procedures*  
AFPD 37-1, *Air Force Information Management*  
AFMAN 11-217, Volume 1, *Instrument Flight Procedures* \  
AFMAN 37-123, *Management of Records*  
AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*  
AFI 11-215, *USAF Flight Manuals Program*  
AFI 11-290, *Cockpit/Crew Resource Management Training Program*  
AFI11-2RC-26B, Volume 3, *Operations Procedures*  
AFMAN 11-210, *Instrument Refresher Program (IRP)*

***Abbreviations and Acronyms***

**ANG**—Air National Guard  
**ARMS**—Aviation Resource Management System  
**ASR**—aircraft surveillance radar  
**CAP**—critical action procedure  
**CD**—counterdrug  
**CDU**—cockpit display unit  
**FCIF**—flight crew information file  
**FE**—flight examiner  
**FEF**—flying evaluation folder  
**FOV**—field of view  
**IAW**—in accordance with  
**ILS**—Instrument landing systems  
**ISR**—intelligence, surveillance and reconnaissance  
**LEA**—law enforcement agent/agency  
**MAJCOM**—major command  
**MDA**—minimum descent altitude  
**MQF**—master question file  
**MSN**—mission

**MSO**—mission system operator

**NDB**—nondirectional beacon

**OGV**—operations group standardization/evaluation

**PAR**—precision approach radar

**RDS**—records disposition schedule

**ROE**—rules of engagement

**TACAN**—tactical air navigation

**VMC**—visual meteorological conditions

## Attachment 2

### AIRCREW STANDARDIZATION/EVALUATION VISIT (ASEV):

**A2.1. Purpose.** ASEV teams validate unit Stan/Eval and training processes and ensure standardization among flying units.

A2.1.1. An ASEV will be administered to each RC-26B unit within 60-months of the previous ASEV, or within 60-months after a unit's first operational mission.

A2.1.2. The ASEV will be administered by NGB-CDS-A, in conjunction with ANG/XOOC. The ASEV team will consist of current and qualified RC-26B flight examiners in both pilot and MSO crew positions.

A2.1.3. NGB-CDS-A will designate the ASEV team chief and may request augmentee support from RC-26B field units.

**A2.2. Notification procedures.** NGB-CDS-A will send a formal notification message or memorandum to the unit, with an info copy to ANG/XOOC, 60-days before the visit. The intent of the message is to confirm the dates of the visit and inform the unit of the scope of the evaluation and support requested. NGB-CDS-A will communicate any Special Interest Items (SII) in this notification message.

### **A2.3. Conduct of ASEV.**

A2.3.1. ASEV Testing (25% of rating). The ASEV team will administer a 25-question closed book examination and a Boldface/CAPs examination to all available personnel, in the grade of O-5 and below, who are current and qualified to fly unsupervised in unit aircraft.

A2.3.1.1. The ASEV closed book test and Boldface/CAPs examinations may be used to satisfy testing requirements for flight evaluations.

A2.3.1.2. ASEV tests will be derived from the RC-26B MQF.

A2.3.1.3. Separate pilot and MSO tests will be administered by the ASEV team.

A2.3.1.4. Minimum passing score is 85% for the closed book test and 100% for the Boldface/CAPs examination.

A2.3.1.5. Crewmembers failing ASEV closed book tests, or Boldface/CAPs examinations, will be placed in supervised status until successful completion of unit closed book examinations.

A2.3.2. Flight Evaluations (50% of rating). ASEV team members may administer evaluations to any crewmember that is current and qualified. Emphasis will be to evaluate instructors and flight evaluators. The total number of evaluations and type will be at the discretion of the ASEV team chief.

A2.3.2.1. The ASEV team will complete an AF IMTs 8, Certificates of Aircrew Qualification, for all ASEV evaluations prior to departure.

A2.3.2.2. At the unit commander's discretion, and with ASEV evaluator's approval, evaluations administered by ASEV flight examiners may be credited toward periodic evaluation requirements, if requisites have been accomplished.

A2.3.3. Stan/Eval Program (25% of rating). All unit Stan/Eval, Training, Tactics, Safety, and Aircrew Resource Management System programs are subject to inspection.

**A2.4. ASEV Grading.** At the conclusion of the visit a unit-level overall ASEV grade will be awarded. The ASEV team chief will provide feedback (oral or written) to the unit commander and staff. In addition, the ASEV team chief will release an ASEV written report following review and endorsement by NGB-CDS-A. The ASEV team chief will provide a copy of the ASEV written report to NGB-CDS-A, ANG/XOOC, the inspected unit's TAG, Counterdrug Task Force/CC, Wing/CC and OG/CC.

A2.4.1. Individual programs will be awarded a grade using the following scale:

A2.4.1.1. Outstanding: Program exceeds all requirements with no significant discrepancies noted.

A2.4.1.2. Excellent: Program exceeds most requirements with few deviations noted.

A2.4.1.3. Satisfactory: Program meets requirements with some deviations noted.

A2.4.1.4. Marginal: Program meets most requirements with significant discrepancies noted.

A2.4.1.5. Unsatisfactory: Major discrepancies noted that degrade program effectiveness.

A2.4.2. If a "Marginal" or "Unsatisfactory" rating is awarded in any sub area (Aircrew Testing, Flight Evaluations, or Stan/Eval Program), the highest possible overall rating is "Satisfactory".

A2.4.3. If an overall "Marginal" or "Unsatisfactory" rating is awarded, the report will identify those areas not in compliance and include required improvements. Units will report corrective action to NGB-CDS-A and ANG/XOOC within 90-days after receiving the final report. This report will be in the form of an official memorandum signed by the unit's operations group commander.

**A2.5. ASEV Format.** The format found in [Figure A2.1](#) will be used for ASEV.

**Figure A2.1. ASEV Form.**

Name, rank, and qualification of evaluating team members and their unit designations.

Visited unit designation and location.

Dates of the visit.

Overall rating.

**SECTION A. OVERALL (RATING)**

1. Comment on overall unit performance. Comments can be subjective and should paint a broad picture of the unit's operations. Address the relationship of performance and program ratings to clarify the overall rating.

2. Supervision. Comment on leadership and supervision, particularly as it relates to the support of the Stan/Eval program.

3. Special Interest Items (SII). Comment on unit compliance with applicable SIIs.

**SECTION B. AIRCREW TESTING (RATING)**

1. Provide a synopsis of the testing process, including:

- Average score by crew position.

- Any unsatisfactory performance.

- Trends, if any.

2. Cite any FINDINGS, RECOMMENDATIONS, or COMMENDABLE items.

**SECTION C. FLIGHT EVALUATIONS (RATING)**

1. Provide a synopsis of the flight evaluations, including:

- Number.

- Types.

- Qualification levels.

- Discrepancy areas, if any.

2. Cite any FINDINGS, RECOMMENDATIONS, or COMMENDABLE items.

**SECTION D. STAN/EVAL PROGRAM (RATING)**

1. Provide a synopsis of the unit's Stan/Eval program, including:

- Flight Evaluation Folder (FEF) management.

- Administration of Evaluations.

- Testing program.

- Publications and Technical Orders.

2. Also comment on the following areas, if inspected:

- Training program.

- Tactics program.

- Safety program.

- Aircrew Resource Management System.

3. Cite any FINDINGS, RECOMMENDATIONS, or COMMENDABLE items.

**SECTION E. ADDITIONAL COMMENTS**

1. Superior performers.

2. Limiting factors.

3. Other. Comments, concerns, observations, and recommendations may be included in this section of there is no other appropriate area in the report.







