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C-17 AIRCREW EVALUATION CRITERIA

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*. It establishes evaluation criteria for the operation of C-17 aircraft to safely and successfully accomplish their worldwide mobility missions. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/ Evaluation Program*, and the appropriate MAJCOM supplement. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to Air Forces Reserve Command (AFRC) units and Air National Guard (ANG) units.

(DOVERAFB) AFI 11-2C-17V2, C-17 *Aircrew Evaluation Procedures*, 19 April 2005, is supplemented as follows: The purpose of this supplement is to identify 436th/512th Operations Group (OG) C-17A Standardization and Evaluation Procedures and implement unit responsibilities established in AFI 11-2C-17V2, *C-17 Aircrew Evaluation Procedures*. All Dover AFB C-17A aircrews will be familiar with and responsible for the contents of this supplement. This supplement applies to Air Force Reserve Command (AFRC) units. It does not

apply to Air National Guard (ANG) units. The 436th or 512th Operations Group Commander (OG/CC) is the waiver authority for this supplement. Waivers to this supplement and AFI 11-2C-17V2 must be coordinated through 436th/512th Standardization and Evaluation (OG/OGV). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW with the Air Force Records Information Management System (AFRIMS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

SUMMARY OF CHANGES

This revision incorporates Interim Change IC 2005-1. This change adds unique mission type evaluation descriptions to evaluation prefixes (paragraphs **1.9.7**, **2.4.3**, **2.4.4**, **2.5.2.1**, **2.5.3.2**, **3.2.2.2**, **3.3.1**, **3.3.2.2**, and **3.3.3.2**); updates AF IMT 8 documentation requirements for completion of the requisite Instrument exam (paragraph **1.15.4**); updates the minimum number of instrument approaches required during the Instrument Evaluation (paragraphs **2.2**, and **2.12 Area 24** and **Area 25**); adds requirement for threat avoidance procedures during the Mission Evaluation (paragraphs **2.4.1**, **2.4.2**, **2.4.4**, and **2.14 Subarea 32D**); adds requirement for a tactical approach on Mission Evaluations (paragraphs **2.4.2**, and **2.14 Subarea 31E**); defines the minimum Assault Landing Zone size requirements for evaluations (paragraph **2.4.2.1**); adds requirement for a Full-Flap VFR approach and landing on Flight Pilot (FP) Mission Evaluations (paragraph **2.14 Subarea 31G**); adds NVG evaluation criteria (paragraph **2.14 Subarea 31H** and **31I**); updates Special Operations Low-Level (SOLL II) evaluation criteria (paragraph **2.14 Area 39** and paragraph **3.11 Area 29**). A bar (|) indicates revision from the previous edition. The entire text of the IC is at the last attachment.

(DOVERAFB) This document has been substantially revised and must be completely reviewed.

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Chapter 1

GENERAL INFORMATION

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

1.2. Applicability. This AFI is applicable to all individuals operating C-17 aircraft. Copies should be available to all C-17 aircrew members.

1.3. Key Words Explained.

1.3.1. "Will" and "Shall" indicate a mandatory requirement.

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

1.3.3. "May" indicates an acceptable or suggested means of accomplishment.

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

1.4. Deviations and Waivers. Do not deviate from the policies and guidance in this AFI under normal circumstances, except for safety or when necessary to protect the crew or aircraft from a situation not covered by this AFI and immediate action is required. Report deviations or exceptions without waiver through channels to MAJCOM standardization/evaluation function who in turn, notifies lead command for follow-on action, if necessary.

1.4.1. Waiver authority for the contents of this document is lead command, who in turn, delegates MAJCOM/DO as waiver authority according to AFI 11-202V2, and the appropriate MAJCOM supplement.

1.4.2. MAJCOM/DOs forward a copy of approved long-term waivers to this instruction to lead command for follow-on action, if required.

1.5. Supplements and Local Procedures. This AFI is a basic directive. Each user MAJCOM may supplement this AFI according to AFPD 11-2, *Aircraft Rules and Procedures.* Limit supplement information to unique requirements only. MAJCOMs may specify unique evaluation items in their appropriate supplement (units use **Chapter 4**). Supplements and local procedures will not be less restrictive than the provisions of this AFI or the appropriate flight manual.

1.5.1. Supplement Coordination Process. Forward MAJCOM/DO-approved supplements, with attached AF Form 673, **Request to Issue Publication,** to lead command (HQ AMC/DO) for review. HQ AMC/DO will provide a recommendation and forward to HQ USAF/XOOT for approval (according to AFPD 11-2, *Aircraft Rules and Procedures)*. Use the following OPR's address: HQ AMC/DOV, 402 Scott Dr., Unit 3A1, Scott AFB IL, 62225-5302. When supplements are published, provide a final copy to HQ USAF/XOOT and lead command (HQ AMC/DOV).

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

1.5.3. Local Procedures Coordination. Units send a copy of **Chapter 4** to the appropriate NAF (if applicable) for coordination and approval. If a NAF is not applicable, the unit will send a copy to the parent MAJCOM/DO for coordination and approval. When local procedures are published, notify or send a final copy to lead command, parent MAJCOM, and appropriate NAF, if applicable.

1.6. Requisition and Distribution Procedures. Unit commanders may provide copies for all aircrew members and associated support personnel.

1.7. Improvement Recommendations. Send comments and suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through Stan/Eval channels to HQ AMC/DOV, 402 Scott Drive Unit 3A1, Scott AFB IL, 62225-5302 according to AFI 11-215, *Flight Manuals Program* and the appropriate MAJCOM supplement.

1.8. Evaluations. This instruction establishes standardized instrument, qualification, mission, and instructor evaluation criteria. It also establishes the areas/subareas necessary for the successful completion of evaluations, and identifies required areas/subareas that will be considered critical and/or non-critical.

1.9. Evaluation Requirements. Accomplish evaluations concurrently, whenever practical. Each C-17 crewmember will be evaluated at the frequency in AFI 11-202V2 and the appropriate MAJCOM supplement:

1.9.1. Instrument (INSTM) Evaluation. All C-17 pilots will successfully complete initial and periodic instrument evaluations including the requisite instrument refresher course (IRC) and open-book, written instrument examination according to AFMAN 11-210, *Instrument Refresher Course Program*, and an Aircrew Training Device (ATD)/flight evaluation.

1.9.2. Qualification (QUAL) Evaluation. All C-17 aircrew members will successfully complete initial and periodic qualification evaluations including the requisite open-book, closed-book, Boldface written examinations, emergency procedures evaluation (EPE), and an ATD/flight evaluation.

1.9.3. Mission (MSN) Evaluations. C-17 aircrew members will successfully complete initial and periodic mission evaluations. Mission evaluations should be as realistic as possible with a minimum of simulated events.

1.9.3.1. **(Added-DOVERAFB)** Night Vision Goggles (NVG) Operations. To the maximum extent, night sorties should include NVG operations.

1.9.3.2. **(Added-DOVERAFB)** Assault Landing Zone (ALZ) Approaches. To the maximum extent, reoccurring MP checkrides will accomplish ALZ approach and landing an actual ALZ as opposed to a marked ALZ.

1.9.3.3. **(Added-DOVERAFB)** Low Level Operations. Low level routes will be flown on published Military Training Routes within FLIP AP/1B. EXCEPTION: Locally developed low level routes may be flown with approval from 436/512 OGV.

1.9.4. Instructor (INSTR) Evaluations. To initially qualify as an instructor in the C-17, aircrew members will successfully complete an initial instructor qualification course and

evaluation. Subsequently, aircrew members designated as instructors will be evaluated on their ability to instruct during all periodic evaluations.

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

1.9.6. Emergency Procedures Evaluations (EPE). See AFI 11-202V2 requirements and the following: Evaluate an aircrew member's knowledge of emergency procedures and systems knowledge for all qualification and mission evaluations. EPEs may be accomplished verbally, in-flight or in an Aircrew Training Device (ATD).

1.9.6.1. Units will develop and periodically update a list of EPE program requirements (topics, special interest items, etc.) in **Chapter 4**. The EPE will include areas commensurate with the examinee's graduated training (e.g., initial, line, instructor, or evaluator) or as specified in AFI 11-202V2 and MAJCOM Supplement.

1.9.6.2. Examinees may use publications that are normally available in-flight. The examinee must be able to recite all Boldface items from memory and provide the initial steps of selected emergency procedures that would not allow time for reference. Units will provide a list of emergency procedures in **Chapter 4**.

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

1.9.7. Evaluation Prefixes. Use AFI 11-202V2 evaluation prefixes for AF Form 8, **Certificate of Aircrew Qualification.** Use "MSN" for the pilot airland evaluation, and "QUAL/MSN" for the loadmaster airland evaluation. Identify unique mission type evaluation descriptions in parenthesis (e.g. MSN (AD), MSN (SOLL II), MSN (PNAF)). For combined pilot airland and airdrop mission evaluations annotate as "MSN (AL-AD)". For combined loadmaster airland and airdrop evaluations annotate as "QUAL/MSN (AD)". Use the same annotation on the AF Form 942, **Record of Evaluation.**

1.10. Grading Policies.

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

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

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

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

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

1.10.4. When in-flight evaluation of a required area is not possible, the area may be verbally evaluated or evaluated in an ATD. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision. When used, the evaluator will identify the area or items within the area that were verbally evaluated on AF Form 8 as an examiner remark (following the mission description).

1.10.4.1. **(Added-DOVERAFB)** 436/512 OGV will be notified when a checkride was completed using verbal or ATD evaluation methods. This does not include areas already indentified within this instruction that can be evaluated in such manner.

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

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

1.10.5.2. Flight examiners will use sound judgement in the application of the grading criteria in this instruction to determine the final grade.

1.11. Grading System. ***NOTE***: This paragraph for reference only and duplicates information in AFI 11-202V2, allowing the evaluator a single-source instruction to conduct an evaluation. When a conflict occurs, use AFI 11-202V2.

1.11.1. Overall Qualification Levels.

1.11.1.1. 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:

1.11.1.1.1. The discrepancies resulted in no more than a "Q-" grade being given in any area(s)/subarea(s).

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

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

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

1.11.1.2.1. There were one (or more) area(s)/subarea(s) where additional training was assigned.

1.11.1.2.2. A non-critical area/subarea grade of "U" was awarded.

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

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

1.11.1.3.1. A grade of "U" awarded in a critical subarea/area requires an overall "Q-3" for the evaluation.

1.11.1.3.2. 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/subareas.

1.11.1.4. The flight examiner will indicate all appropriate restriction(s) and additional training on the AF Form 8.

1.11.2. Area/Subarea Grades. Areas/Subareas will have a two-level (Q/U) or three-level (Q/Q-/U) grading system. The overall area grade will be the lowest of any subarea grade awarded.

1.11.2.1. 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.

1.11.2.2. 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.

1.11.2.3. 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.

1.11.3. Boldface. Grade Boldface either "Q" or "U."

1.11.4. 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 Form 3862, **Aircrew Evaluation Worksheet** (see examples at **Attachment 2** and **Attachment 3**).

1.12. Unsatisfactory Performance. This paragraph for reference only and duplicates information in AFI 11-202V2, allowing the evaluator a single-source instruction to conduct the evaluation. When a conflict occurs, use AFI 11-202V2.

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

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

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

1.12.4. Immediately notify the examinee's squadron commander/operations officer and flight commander, if available, when less than Q-1 performance is observed.

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

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

1.12.7. **(Added-DOVERAFB)** When an individual receives a Q-2 or Q-3 while away from Dover, every effort will be made to have that individual return to Dover as soon as possible.

1.13. Conduct of Evaluations.

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

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

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

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

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

1.13.3.2. The judgment of the flight examiner, guidance provided in AFI 11-202V2, C-17 ATS courseware, and this instruction will be the determining factors in assigning an overall grade. The flight examiner will thoroughly critique all aspects of the flight. During the critique, the flight examiner will review the examinee's overall rating, specific deviations, area/subarea grades assigned, and any additional training required.

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

EXCEPTION: Additional training on the same flight is allowed when unique situations presenting valuable training opportunities (i.e., thunderstorm avoidance, crosswind

landings) exist. This option requires utmost flight examiner discretion and judicious application. When used, the examinee must be informed of when the additional training begins and ends.

1.13.3.4. When evaluations are less than Q-1 performance, immediately notify the examinee's squadron commander/operations officer and flight commander (if available) according to AFI 11-202V2.

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

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

1.14. Use of AF Form 3862, Aircrew Evaluation Worksheet. Units (normally OGV) will overprint AF Form 3862, using the examples at **Attachment 2** or **Attachment 3**, 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 Form 8 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 Form 8 is added to the FEF, then discard.

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

1.15.1. FTU Formal School Courses (Initial or Requalification): Complete an EOC exam and Boldface, administered by the ATS contractor (CBT may be used). Document EOC exam for AF Form 8 as "Open/Close-book/EOC, Date completed, and the appropriate score.

1.15.2. For recurring evaluations, C-17 ATS phase training CBTs will satisfy open-book exam requisite. CBT questions should be treated as a Secure Question Bank (SQB) using the guidance in AFI 11-202V2. Document on AF Form 8 as Open-book/ATS, Date: Various, and Score: Comp. A supplemental open-book exam may be developed at the unit level to supplement the ATS exams to include the latest local procedures, tactics, and MAJCOM/unit policy change. Specify supplemental open-book testing (including documentation on AF Form 8) requirements in the appropriate MAJCOM supplement.

1.15.3. Closed Book Exam. A closed book exam is a requisite for the periodic qualification (QUAL) evaluation. Closed book questions will come from MDS-specific and local procedure MQFs. These questions will emphasize information and system knowledge necessary for safe flight and mission accomplishment. The basic exam will consist of 20 to 30 questions. Additional questions commensurate with the crewmember's level of qualification (instructor/evaluator) and/or special mission qualifications (airdrop, SOLL II, PNAF, etc.) will be included in the closed book exam. Complete a Boldface exam in conjunction with the closed book exam. See crew member chapters for additional testing requirements. 15AF/DOV, 21AF/DOV, and 19AF/DOV manage the C-17 MQF.

1.15.4. Instrument Exam. The instrument written exam will be accomplished during the 6-month QUAL/INSTM eligibility period. The C-17 Instrument Exam CBT satisfies written

requirements of the Instrument Exam. Document the exam completion on AF IMT 8 as INSTRUMENT, date completed, and the appropriate score.

1.15.5. **(Added-DOVERAFB)** Testing Requirements. All requisite testing should be completed prior to the associated evaluation. Exceptions to this may be approved by unit Standardization and Evaluation (DOV) Chief. All tests will be graded prior to the aircrew member's next flight. For all examination failures, notify the SQ/CC or DO, OGV, Chief of Stan Eval, and aircrew scheduling. Required testing is listed in Table 1.1 for each crew position.

Table 1.1. (Added-DOVERAFB) Required Exams

	Closed Book	Boldface	Open Book/ATS (1)	IRC Exam
Pilot	QUAL	QUAL	QUAL	QUAL
Loadmaster	QUAL	QUAL	QUAL	N/A
NOTE 1: Quarterly Phase ATS CBTs constitute open book testing for pilots and loadmasters				

1.16. Typical C-17 Evaluation Profile(s). The unit will determine the evaluation profile(s) suitable for in-flight evaluations with unit OG/OGV approval (approval of the units' flying schedule satisfies this requirement). See specific aircrew chapters for enroute, SOLL II, and airdrop requirements.

1.17. Senior Officer Requirements. See AFI 11-202V1, *Aircrew Training*, and **Chapter 2**.

Chapter 2

PILOT EVALUATIONS

2.1. General. This chapter standardizes initial, periodic, and re-qualification evaluations, including requirements for instrument, qualification, mission, and instructor evaluations. C-17 pilot evaluation process allow commander's maximum flexibility. The process is normally conducted in two phases; phase one (called QUAL/INSTM) will qualify the pilot in the basic operation of the C-17 (normally completed at FTU). Phase two (called MSN) adds the appropriate mission areas as a minimum for airland qualification. Additional mission evaluation areas (Enroute, A/R, SOLL II, PNAF, etc) are added with unit commander approval. See process specifics below:

2.1.1. **(Added-DOVERAFB)** Pilot Qual/Instrument Evaluation Profile Guides. 436/512 OGV may construct recommended profiles to augment this supplement. These profiles standardize evaluation guidelines and offer direction to conduct evaluations IAW current policy, and ensure operational readiness and effectiveness of the crew force. These guides provide a starting point to conduct the evaluation and evaluators may make minor changes to meet evaluation requirements. This guide neither supersedes nor relieves evaluators from individual responsibility to maintain in-depth knowledge of applicable Air Force Instructions.

2.2. Instrument Evaluations (Initial, Periodic and Requalification). The C-17 instrument evaluation will normally be conducted in the WST in conjunction with the qualification evaluation. Include all areas under GENERAL and INSTRUMENT. A minimum of three instrument approaches will be evaluated, with a minimum of one precision and one non-precision."

2.2.1. PAR may be evaluated verbally, if not available.

2.2.2. Flight pilots (FP), first pilots, and aircraft commanders accomplish CAT II ILS approaches and landings from the left seat. Initial qualification evaluations require demonstration of a missed approach and a landing. Subsequent evaluations require one approach to either a missed approach or landing. Copilots are evaluated on PNF duties during a CAT II approach to either a landing or missed approach.

2.2.3. Non-precision approaches are flown as either straight-in or as a circling approach.

2.3. Qualification Evaluation (Initial, Periodic and Requalification). Include all areas under GENERAL and applicable areas under QUALIFICATION and INSTRUMENT. Complete this evaluation is the WST. This evaluation is normally accomplished in combination with an instrument evaluation.

2.3.1. Co-Pilot.

2.3.1.1. From the right seat, evaluate appropriate areas in this chapter and as illustrated on the evaluation worksheet example at **Attachment 2**.

2.3.2. Flight Pilot (FP)/First Pilot.

2.3.2.1. From the left seat, evaluate appropriate areas in this chapter as illustrated on the evaluation worksheet example at **Attachment 2**. First pilots are considered copilots who are airland mission-qualified.

NOTE: Evaluate flight pilots and first pilots on at least one approach and landing in both left and right seats. Initial First Pilot Qualification can be accomplished without a recurring instrument evaluation; however, a CAT II approach, missed approach, and landing must be evaluated from the left seat. Recurring First Pilot evaluations will be administered as a Qualification and Instrument evaluation.

2.3.3. Aircraft Commander.

2.3.3.1. From the left seat, evaluate appropriate areas in this chapter as illustrated on the evaluation worksheet example at **Attachment 2**.

NOTES:

1. Evaluate aircraft commanders on at least one approach and landing in both left and right seats.

2. Instructor pilots (and flight examiners) may be evaluated in either seat, but do not require an approach and landing in both seats.

2.3.4. Pilot Senior Officer.

2.3.4.1. From the left seat, evaluate appropriate areas in GENERAL, QUALIFICATION and INSTRUMENT. This evaluation consists of a variety of instrument approaches and VFR patterns. Abnormal configuration, simulated engine-out, right seat, and CAT II approach and landings are not required. This evaluation is normally completed in the aircraft. Annotate AF Form 8 as a QUAL evaluation with expiration date, crew position is "FP", and include a restriction in the comment section, "fly only under direct supervision of a qualified C-17 instructor pilot." See AFI 11-202V1, Senior Officer Qualification and Performance Requirement, for additional information. A qulaified C-17iInstructor pilot or above will be in the other seat.

2.4. Mission Evaluation (Initial, Periodic or Requalification). Include all areas under GENERAL and applicable areas under MISSION. Combine periodic QUALIFICATION /INSTRUMENT in the WST with the appropriate MISSION areas (see specific mission areas below) on a single AF Form 8 according to AFI 11-202V2.

2.4.1. Flight Pilot (FP)/Copilot (CP) (Airland-Qualified). From the right seat (either seat for flight pilot) evaluate applicable MISSION Areas 29 through 34. The evaluation profile will include aircraft preflight inspection, systems operations, low-level procedures, threat avoidance procedures, completion of applicable aircraft checklists, and the ability to safely takeoff, land, and fly the aircraft. Receiver air refueling areas may be verbally evaluated.

2.4.2. Aircraft Commander (AC) (Airland-Qualified). From the left seat (either seat for instructor or evaluator) evaluate applicable MISSION Areas 29 through 34. The evaluation profile will include ground operations, visual low level, threat avoidance procedures, A/R procedures, and a tactical approach to a full flap landing on an Assault Landing Zone (ALZ).

2.4.2.1. ALZ Size Requirements. The maximum size of the runway for the ALZ operations during the evaluation will be 5000' by 100', and marked IAW AFI 13-217. At

night, evaluations are authorized to a lighted landing zone no larger than 5000' by 100', and a touchdown zone no longer than 500'. *EXCEPTION:* The OG/CC may approve, on a case-by-case basis, ALZ landings during the day to larger runways for recurring mission evaluations. The runway will be clearly marked to identify the landing zone not larger than 5000' by 100', and a touchdown zone no longer than 500'. Units will document on the AF IMT 8 that the OG/CC approved the ALZ operations to the said runway. ALZ operations on all initial and requalification mission evaluations will be to an ALZ not larger than 5000' by 100'.

2.4.2.2. **(Added-DOVERAFB)** Execution. PICs should make all pertinent mission decisions; the evaluator should only make inputs if necessary to ensure required items are accomplished or in the interest of flight safety. Evaluators may ask questions during non-critical phases of flight but must use careful judgment to preclude interrupting mission or terrain clearance tasks.

2.4.2.2.1. **(Added-DOVERAFB)** When multiple evaluatees are on the same sortie, the PIC will be selected by the evaluator.

2.4.3. Copilot (Airdrop-Qualified). From the right seat, evaluate MISSION Areas 29 through 36. Evaluate the copilot's ability to perform aircraft preflight items, operate aircraft systems and complete aircraft checklists during en route, low-level and airdrop segments. Evaluate the copilot's knowledge of airdrop procedures and ability to fly in either a visual or SKE formation wing position. Evaluation should consist of SKE and visual formation in both the lead and wing position. Formation air refueling and receiver air refueling areas may be verbally evaluated. Annotate on the AF IMT 8 under flight phase "MSN (AD)".

2.4.4. Aircraft Commander (Airdrop-Qualified). From the left seat (either seat for instructor or evaluator) evaluate applicable MISSION Areas 29 through 36. The profile will include ground operations, formation procedures (departure, en route, low-level, threat avoidance, air refueling, and recovery), SKE and visual airdrop procedures. Annotate on the AF IMT 8 under flight phase "MSN (AD)".

2.4.4.1. If conditions after departure result in a no-drop, flight examiners may use their discretion to determine if the evaluation is complete.

2.4.4.2. A minimum of two aircraft are required to complete an airdrop-qualified mission evaluation.

2.4.4.3. Airdrop Method. Aircrews may employ any of the airdrop methods described in AFI 11-2C-17V3, *C-17 Operations Procedures*, Chapter 19, e.g,. mission computer directed/AUTO, visual timer/MAN, SKE timer, etc. The flight examiner may direct the crew to use a specific method, at his/her discretion.

2.4.4.4. C-17 airdrop evaluations will consist of one SKE and one visual formation profile. One profile must be flown in the lead position. An actual airdrop is desired, but not required if in flight examiner's judgement a satisfactory airdrop could have been made.

2.4.4.5. All C-17 aircraft commanders who complete the initial airdrop AC course are evaluated in formation lead procedures. Squadron commander certification is required

prior to performing lead/element lead duties on JA/ATT, exercise or contingency airdrop missions.

2.4.4.6. Airdrop aircraft commanders who subsequently complete the instructor aircraft commander course will be instructor qualified in both the airland and airdrop missions. Before performing IP duties, they must be lead qualified and certified as an instructor by the squadron commander.

2.4.4.7. Airland instructors who subsequently complete the airdrop aircraft commander's course will not be used as airdrop instructors until they are lead-qualified and certified as an airdrop instructor by their squadron commander.

2.4.4.8. The pilot (with FTU approval) may elect to use Formal ATS airdrop evaluation to update the mission or qualification/mission evaluation expiration date. Areas not evaluated, may be evaluated at the home unit according to AFI 11-202V2 (Requisite Completion). The formal training AF Form 8 will specify which areas were not evaluated. Evaluators will document completion of the required events on the original AF Form 8 as an additional evaluator comment with the completion date, evaluator's name, signature, and date.

2.5. Additional Mission Evaluations.

2.5.1. DELETED.

2.5.1.1. DELETED.

2.5.1.2. DELETED.

2.5.2. SOLL II (when MAJCOM-approved). All initial, periodic or requalification evaluations will include all areas under GENERAL and MISSION items in paragraph **2.5.2.2**. Use AF Form 3862 and create a unique evaluation worksheet with the SOLL II items. SOLL II qualification requires unit commander approval.

2.5.2.1. When evaluating a pilot for SOLL II qualification, annotate on the AF IMT 8 under flight phase "MSN (SOLL-II RS)", "MSN (SOLL-II JS)", or "MSN (SOLL-II LS)" as appropriate. Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION/ INSTRUMENT evaluation expiration date).

2.5.2.2. Initial SOLL II evaluation profile will include:

2.5.2.2.1. Covert takeoff, low level route, mission computer approach, missed approach, covert landing (left seat pilots who will be instructors will accomplish a touch-and-go landing, a right seat landing, and a left seat landing), taxi (a 180-degree turn on NVGs for initial left-seat evaluation only), and ground operations.

2.5.2.2.2. Evaluate threat analysis, mission planning, and mission briefings. Evaluate night vision goggles (NVG) limitations, SOLL II restrictions verbally. Left and right seat pilots receive an initial and periodic SOLL II evaluations. Safety pilots require initial certification only.

2.5.3. Prime Nuclear Airlift Force (PNAF) (when MAJCOM-approved). All initial, periodic or requalification evaluations will include all areas under GENERAL and MISSION area (and subareas) number 38. PNAF qualification requires unit commander approval. Use the following:

2.5.3.1. Conduct initial PNAF evaluations on missions with actual or live munitions to the maximum extent possible. If the number of actual missions or mission segments are insufficient (i.e., if waiting for an actual/live munitions mission(s) would adversely affect individual's upgrade or result in an unacceptable upgrade delay for the unit), the initial evaluation may be conducted using training or inert munitions. If training or inert munitions are used, all aspects of the mission (including ground security and munitions personnel) must simulate actual or live munitions procedures.

2.5.3.2. When evaluating a pilot for PNAF qualification, annotate on the AF IMT 8 under flight phase "MSN (PNAF Courier)" or "MSN (PNAF AC)" as appropriate. Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION/ INSTRUMENT evaluation expiration date).

2.5.3.3. Flight examiners (not nuclear qualified) may give a spot evaluation or a N/N evaluation on a nuclear mission provided they meet security clearance requirements of the mission. Escort flight examiners who are not certified under the Personnel Reliability Program (PRP) according to AFI 11-299, *Nuclear Airlift Operations*. Flight examiners who do not maintain PNAF currency will not fly on mission legs carrying nuclear cargo unless they obtain Additional Crewmember (ACM) approval.

2.6. Instructor Evaluation. Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. Demonstrate and instruct a variety of instrument/visual approaches, air refueling procedures, SAAF landings and ground operations.

2.6.1. Conduct initial (INIT) or re-qualification (RQ) instructor (INSTR) evaluations with a qualified pilot occupying the other seat. The examinee will normally occupy the right seat. Include all areas under GENERAL and INSTRUCTOR.

2.6.2. Evaluate all areas under INSTRUCTOR in conjunction with periodic qualification/instrument and/or mission evaluations.

2.6.3. Airland instructors will maintain instructor status upon upgrade to airdrop aircraft commander. Airland instructors must be certified "lead-qualified" and designated by the squadron commander as an airdrop instructor. Squadron commanders should carefully weigh an individual's level of airdrop experience before approving their ability to instruct in the airdrop mission.

2.6.4. **(Added-DOVERAFB)** Ground. The evaluatee will develop an instructional brief to be given during evaluation. The briefing topic will be at the evaluatee's discretion unless a topic is directly assigned by the evaluator.

2.7. Emergency Procedures Evaluation (EPE). Evaluate a pilot's knowledge of emergency procedures and systems knowledge on all initial and periodic evaluations (see paragraph **1.9.6**).

2.7.1. Accomplish an EPE during the ground evaluation, in-flight, or in the ATD (WST).

2.8. Additional Information.

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

2.8.2. Instructor and flight examiner pilots receiving periodic evaluations may be evaluated in either seat, but are not required to be evaluated in both.

2.9. Pilot Grading Criteria.

2.10. General.

Area 1, Directives and Publications.

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

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

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

Area 2, Mission Preparation/Planning/Performance.

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

Q- Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Marginal knowledge of performance capabilities and/or operating data.

U Made major errors or omissions which would have prevented a safe or effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data.

Area 3, Use of Checklists.

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

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

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

Area 4, Safety Consciousness (Critical).

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

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

Area 5, Judgment/Compliance(Critical).

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

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

Area 6, Crew Coordination/Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and use AF Form4031**, CRM Skills Criteria Training/Evaluation**, as a reference.

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

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

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

Area 7, Communication Procedures.

Q Complete knowledge of and compliance with correct communications procedures. Makes radio and interphone transmissions concise with proper terminology. Complied with and knowledge of all required instructions including successful operation of HAVE QUICK, IFF, and secure voice equipment.

Q- Occasional deviations from procedures that required re-transmissions or resetting codes. Slow in initiating or missed several required radio calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Difficulty in configuring or operating HAVE QUICK, IFF, and secure voice equipment little or no mission impact.

U Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio calls. Unable to configure or operate HAVEQUICK, IFF, and secure voice equipment with a direct impact on mission success.

Area 8, Life Support Systems/Egress.

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

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

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

Area 9, Knowledge/Completion of Forms.

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

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

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

Area 10, Airmanship/Situational Awareness.

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

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

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

2.11. Qualification. Normally complete the following requirement in the WST. Use the criteria in **Table 2.1** as general tolerances.

Table 2.1. General Pilot Tolerances.

NOTE 1: Use the following criteria as general tolerances for airspeed, altitude, and heading/course:	
Q	*Airspeed: +10/-5 KIAS* *Altitude: +/-100 feet* *Heading/Course: +/-5 degrees*
Q-	Exceeds Q criteria but does not exceed: *Airspeed: +15/-5 Kts* *Altitude: +/-200 feet* *Heading/Course: +/-10 degrees*
U	Exceeds Q- criteria.
NOTE 2: Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed "minus" tolerances are based on minimum maneuvering speed for aircraft configuration. ***NOTE 3:*** Add 50 feet (when practical) and 2 degrees to "all engines operating" criteria for "operations with an engine out" criteria.	

Area 11, Takeoff.

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

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

U Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to

establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceed Q- criteria.

Area 12, Engine Out Operations (N/A for CP). ***NOTE:*** Use approach criteria for the type of approach being flown and the following:

Q Proper control inputs were used to correct asymmetric condition. Aircraft was properly trimmed. Proper consideration was given to maneuvering the aircraft with regard to the "dead" engine.

Q- Minor deviations in aircraft control allowed the aircraft to occasionally fly uncoordinated flight.

U Aircraft was not properly trimmed. Aircraft control was erratic and consistently resulted in uncoordinated flight. Maneuvering the aircraft with regard to the "dead" engine was potentially unsafe.

Area 13, Landings. Includes subareas 13A, Flap; 13B, Abnormal Configurations; 13C, Engine Out; 13D, Touch and Go; and 13E, Right Seat Landings. Copilots do not perform engine-out or abnormal configuration approaches and landings.

NOTE 1: Specific items to evaluate include aim point, airspeed, sink rate, runway alignment, power management, and touchdown attitude.

NOTE 2: Airspeed tolerances apply to approach speed.

NOTE 3: Add 5 KIAS to all engines operating criteria for operations with an engine out criteria.

Q Performed landings as published/directed IAW flight manual and met the following criteria:
Airspeed: +5/-0 KIAS
Touchdown zone: 1,000-2,000 feet
Centerline: +/-15 feet left or right

Q- Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab. Exceeded Q criteria but not the following:
Airspeed: +10/-5 KIAS
Touchdown zone: Threshold-3,000 fee
Centerline: +/-25 feet left or right

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

Area 13F, Landing Roll/Braking/Reverse Thrust.

Q Performed as published/directed in accordance with flight manual. Braking action and reverse thrust actuation prompt and smooth.

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

U Not performed as published/directed. Braking or reverse thrust actuated prior to touchdown. Exceeded Q- criteria

Area 14, All Engine Go Around. Not required if engine-out go-around is accomplished.

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

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

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

Area 15, Engine Out Go Around/Engine Fail–Takeoff Continued. Not required for CP.

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

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

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

Area 16, Boldface Emergency Procedures(Critical).

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

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

Area 17, Other Observed Emergency Procedures.

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

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

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

Area 18, Systems Operations/Knowledge/Limitations.

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

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

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

2.12. Instrument. Normally complete the following requirements in the WST. Use the following criteria as general tolerances for airspeed, level-off altitude, and heading/course with all engines operating:

Q Airspeed: +10/-5 KIAS

Level-off Altitude: +/-100 feet

Heading/Course: +/-5 degrees

Q- Exceeds Q criteria but does not exceed:

Airspeed: +15/-5

Level-off Altitude: +/-200 feet

Heading/Course: +/-10 degrees of controller's instructions (PAR)

Glide Slope: Within one dot low, two dots high (ILS/MLS)

Azimuth: Within two dots (ILS/MLS)

U Exceeds Q- criteria.

NOTE 1: Airspeed tolerances apply when a specific airspeed ha been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed "minus" tolerances are based on minimum maneuvering speed for aircraft configuration.

NOTE 2: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.

Area 19, Instrument Departure/SID.

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

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

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

Area 20, En Route Navigation.

Q Satisfactory capability to navigate using all available means. Used appropriate navigtion procedures. Complied with clearance instructions. Aware of position at all times.

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

U Major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviation in time and course. Exceeded Q- criteria.

Area 21, Holding.

Q Performed entry and holding IAW pubished procedues and directives.

Timing: +/-15 seconds

DME: +/-2 DME

EAC: +/-2 minutes (if assigned)

Azimuth: Within two dots (ILS/MLS)

Q - Performed entry and holding procedures with minor deviations. Exceed Q criteria but within instrument tolerances.

Timing: +/-20 seconds

DME: +/-3 DME

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

Area 22, Use of NAVAIDs.

Q Ensusred NAVAIDs were properly tuned, identified, and monitored.

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

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

Area 23, Descent/Arrival.

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

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

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

Area 24, Precision Approach. At least one precision approach will be accomplished from the following subareas: 24A, PAR; 24B, ILS; 24C, Cat II ILS, and 24D, Microwave Landing System (MLS). The Cat II ILS is the only mandatory precision approach. Use the following criteria as general tolerances for airspeed, altitude, heading, glide slope, and azimuth:

Q *Airspeed: +10/-5 KIAS*

Altitude: Initiated missed approach at decision height +50/-0 feet

Heading: +/-5 degrees of controller's instructions (PAR)

Glide Slope: Within one dot (ILS/MLS)

Azimuth: Within one dot (ILS/MLS)

Q- *Exceeds Q criteria but does not exceed:*

Airspeed: +15/-5

Altitude: Initiated missed approach at decision height +100/-0 feet

Heading: +/-10 degrees of controller's instructions (PAR)

Glide Slope: Within one dot low, two dots high (ILS/MLS)

Azimuth: Within two dots (ILS/MLS)

U Exceeded Q- criteria.

NOTE: Airspeed tolerances are based on computed approach speed.

NOTE: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.

Subarea 24A, PAR. If available, else verbally evaluate.

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

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

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

Subarea 24B, ILS.

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

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

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

Subarea 24C, Cat II (Mandatory). Same as subarea 24B.

Subarea 24D, Microwave Landing System (MLS). Same as Subarea 24B.

Area 25, **Non Precision Approaches.** Accomplish at least one non-precision approach from the following: NDB; Localizer/VOR; ASR, TACAN. Use the description and criteria below as general tolerances for airspeed, altitude at MDA, heading, course, timing, and distance with all engines operating.

Q Approach was IAW published procedures. Used appropriate descent rate to arrive at MDA at or before VDP. Position would have permitted a safe landing. Smooth and timely response to controller's instructions (ASR).

Airspeed: +10/-5 KIAS

MDA: +100/-0 feet

Course: +/-5 degrees at MAP (NDB, VOR, TACAN), less than one dot deflection (LOC, GPS)

Timing: Computed/adjusted timing to determine MAP within 20 seconds (when required).

Distance: Determined MAP within +/-0.5 Miles

Q- Performed approach with minor deviations. Arrived at MDA at or before the MAP, slightly passed the VDP, but in a position that would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR). Exceeded Q criteria but does not exceed:
Airspeed: +15/-5

MDA: +150/-50 feet

Course: +/-10 degrees at MAP (NDB, VOR, TACAN), ***from one dot deflection to less than two dots deflection*** *(LOC, GPS)*

Timing: Computed/adjusted timing to determine MAP within 30 seconds (when required)

Distance: Determined MAP within +1/-0.5 Miles

U Approach not IAW published procedures. Maintained steady-state flight below the MDA. Position would not have permitted a safe landing. Failed to compute or adjust timing to determine MAP (when required). Exceeded Q- criteria.

Airspeed tolerances are based on computed approach speed.
NOTE: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.

Area 26, Circling Approach.

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

Airspeed: +10/-5 kts

Altitude: +100/-0 feet

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

Airspeed: +15/-5 kts

Altitude: +150/-0 feet

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

Area 27, Missed Approach.

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

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

U Did not execute missed approach IAW flight manual, directives or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures could have led to an unsafe condition.

2.13. Instructor.

Area 28, Instructor Ability (Critical).

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

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

Subarea 28A, Demonstration of Maneuvers(Critical).

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

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

Subarea 28B, Student Briefing/Critique(Critical).

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

U Briefings were marginal or non-existent. Did not review student's past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

2.14. Mission.

Area 29, Aircraft Preflight Inspection.

Q Accomplished required inspections in a thorough and proficient manner as outlined in applicable checklists and/or directives without deviations or omissions. Properly checked aircraft systems and components IAW flight manual. Coordinated with ground support personnel. Correctly determined aircraft status.

Q- Minor deviations or omissions in the accomplishment of required inspections as outlined in applicable checklists and/or directives. Limited knowledge of proper procedures for checking aircraft systems/components IAW flight manual. Limited coordination with ground support personnel. Difficulty in determining aircraft status

U Failed to accomplish required inspections in a thorough and proficient manner. Major deviations or omissions. Omitted or improperly checked aircraft systems/components IAW flight manual. Did not coordinate with ground support personnel. Unable to deterine correct aircraft status. Required assistance to complete inspections or exceed time allotted causing a mission delay.

Area 30, Radar Operations/Weather Avoidance/Windshear.

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

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

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

Area 31, Approaches.

Subarea 31A, VFR Pattern. Accomplish in Aircraft only.

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

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

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

Subarea 31B, All-Engine Go-Around (GA).

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

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

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

Subarea 31C, Normal Landing.

NOTE: Specific items to evaluate include threhold altitude/airspeed, runway alignment, flare, touchdown, and landing in crab.

Q Maintained smooth approach path. Maintained constant control of flight path vector or made positive corrections. Touched down on centerline within published rate of sink limitations. Maintained runway centerline during roll-out. Airspeed +/-5 knots.

Q- Minor deviations to published procedures. Aircraft touched down within published rate of sink limitatins, but flight path vector wandered or corrections were not smooth or timely. Touchdown was off centerline, but not more than 15-feet from centerline. Airspeed +10/-5 knots.

U Touchdown beyond the normal landing zone and did not execut a go-around. Exceeded published maximum sink rate limitations. Touched down off centerline by more than 15-feet. Exceed Q- critera. Airspeed exceeded +10/-5 knots.

Subarea 31D, Steep Approach to an Assault Landing Zone (ALZ) (PNF Duties-CP). Acomplish in Aircraft only.

Q Maintained smooth approach path. Maintained constant control of flight path vector or made positive corrections. Touched down on centerline within the zone (defined as the first 500-feet of usable runway) with published rate of sink limitations. Maintained runway cenerline during roll-out. Airspeed +/-5 knots. Maintained runway centerline during roll-out. Airspeed +/-5 knots.

Q- Minor deviations to published procedures. Aircraft touched down within the landing zone but flight path vector wandered or corrections were not smooth or timely. Touchdown was off centerline, but not more than 15-feet from centerline. Airspeed +10/-5 knots.

U Touchdown short of the landing zone or landed beyond landing zone and did not and did not execut a go-around. Exceeded published maximum sink rate limitations. Touched down off centerline by more than 15-feet. Exceed Q- critera.

Subarea 31E, Tactical Approach. Tactical approach to an assault landing will be accomplished by ACs. (PNF Duties-CP). Tactical approach to a normal runway will be accomplished by FPs. Accomplish in Aircraft only.

Q Followed procedures as briefed. Smooth, positive control throughout the recovery. Aircraft in position to intercept glide path to assault landing zone. Constantly cleared area of intended flight.

Q- Performed recovery with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glide path to assault landing zone.

U Recovery not performed IAW flight manual, directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach requiring a go-around or potentially unsafe maneuvering to intercept final. Did not clear area of intended flight.

Subarea 31F, Mission Computer Approach. Not required to be observed. (PNF Duties-FP/CP)

Q Accurately programmed the mission computer with all required data. Demonstrated thorough knowledge of all mission computer approach procedures.

Q- Able to safely program the mission computer approach, but uncertain of some flight manual information/procedures regarding MC approaches.

U Unable to completely and accurately program the mission computer for an MC approach. Displayed little or no knowledge of flight manual procedures/information regarding MC approaches.

Subarea 31G, Full Flap VFR Approach. Full flap VFR approach and landing will be accomplished during all initial and recurring FP mission evaluations. Accomplish in aircraft. May be combined with 31A, VFR Pattern.

Q Followed procedures as briefed. Smooth, positive control throughout the approach. Aircraft in position to intercept glide path to briefed touchdown zone. Constantly cleared area of intended flight.

Q- Performed approach with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glide path to briefed touchdown zone.

U Approach not performed IAW flight manual, directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach requiring a go-around or potentially unsafe maneuvering to intercept final. Did not clear area of intended flight.

Subarea 31H, NVG Approach. Not required to be observed. If at night, an NVG approach and landing or NVG Assault landing should be accomplished.

Q Followed procedures as briefed. Smooth, positive control throughout the approach. Aircraft in position to intercept glide path to briefed touchdown zone. Constantly cleared area of intended flight.

Q- Performed approach with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glide path to briefed touchdown zone.

U Approach not performed IAW directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach requiring a go-around or potentially unsafe maneuvering to intercept final. Did not clear area of intended flight.

Subarea 31I, NVG Assault Landing Zone (PNF Duties-FP/CP). Not required to be observed. If at night, an NVG approach and landing or NVG Assault landing should be accomplished. If accomplished, this meets the requirement for Subarea 31D, Steep Approach to an ALZ. Accomplish in Aircraft only.

Q Maintained smooth approach path. Maintained constant control of flight path vector or made positive corrections. Touched down on centerline within the landing zone, within published rate of sink limitations. Maintained runway centerline during roll-out. Airspeed +/-5 knots

Q- Minor deviations to published procedures. Aircraft touched down within the landing zone but flight path vector wandered or corrections were not smooth or timely. Touchdown was off centerline, but not more than 15-feet from centerline. Airspeed +10/-5 knots

U Touchdown short of the landing zone or landed beyond the landing zone more than once. Touchdown beyond the landing zone and did not execute a go-around. Exceeded published maximum sink rate limitations. Touched down off centerline by more than 15-feet. Exceeded Q-criteria.

Area 32, Low-Level Procedures. Includes subaeas 32A, Combat Entry/Exit Checklists Procedues, 32B, Low-Level Navigation/Timing Control; and 32C, Low-Level Flying.

Q Remained within 3 NM of course centerline (EXCEPTIONS: threat avoidance, weather deviation, ATC assigned heading, time control, etc.). Thorough knowledge of en route time status in relation to objective area. Complied with all altitude restrictions. Adhered to all airspace restrictions. Demonstrated thorough knowledge of mission computer flight plan management.

Q- Uncertain of exact aircraft position due to marginal mission computer flight plan knowledge. Flew 3 to 5 NM from course without the above exceptions. Better awareness of required timing events or en route time status could have avoided excessive, unplanned maneuvering.

U Exceeded 5 NM during en route navigation without the above exceptions. Unable to maintain position awareness throughout most of the route. Unaable to accurately assess required timing or unaware of mission time status, jeopardizing formation integrity or mission accomplishment. Violated airspace restrictions. Poor airspeed control resulted in numerous or extreme airspeed adjustment. Descended below minimum altitude restrictions. Major deviations from procedures that negatively affected mission accomplishment, formation integrity or flight safety. Unable to manage mission computer flight planning tasks.

Area 33, Ground Operations.

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

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

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

Subarea 33A, Normal Taxi.

Q Power management briefed and performed for initial taxi of the aircraft. Properly led turns and taxiway alignment for normal taxi. Safe speed in congested areas. Proper placement of available personnel for clearing in congested areas.

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

U Errors in taxi speed or thrust management. Violated wingtip clearance criteria.

Subarea 33B, Star Turn/Reverse Taxi (Reverse Taxi for CP). Accomplish in aircraft only.

Q Provided complete briefing to crew defining roles and parameters of ground maneuvering. Solicited inputs from loadmaster and maintained communication. Applied proper power to maintain smooth control of the aircraft moving forward and in reverse. Stopped during backing in accordance with directions from the loadmaster.

Q- Same as above except for minor procedural deviations such as nose wheel scrubbing or abrupt braking, but did not detract from mission effectiveness.

U Errors in speed, thrust management or wingtip clearance were unsafe.

Subarea 33C, Operation Stop Procedures.

Q Effective use of the Operational stop checklist, including reprogramming the mission computer in a timely manner, and proper follow-on checklist for planned profile.

Q- Same as above except for minor procedural deviations such as timeliness of mission computer inputs and situational awareness, but did not detract from mission effectiveness.

U Unable to re-program mission computer, used improper checklist procedures.

Subarea 33D, ERO/Combat Offload. Verbally evaluate, if n ot observed.

Q Positive coordination with the loadmater and ground personnel ensuring clearance to offload and taxi considerations to follow. Proper determination of accelerated gross weight and manual EPR setting. Smooth, effective braking and steering.

Q- Unclear or vague briefings and minor deficiencies to include steering during combat offload and subsequent checklists.

U Unsafe taxi or offload.

Area 34, Receiver Air Refueling (A/R). Rendezvous or closure from a minimum of 1 NM is required. Pilots will demonstrate sustained contacts. Evaluate ACs in left seat. evaluate instructors i either seat (right seat for initial evaluation). Manual boomlatching and overrun procedures may be ealuated verbally. Conduct a portion of the evaluation with tanker autopilot off. ACs and higher accomplish in aircraft only. Copilots may be verbally evaluated.

Q Established and maintained proper refueling psoition. Aircraft control was positive and smooth. Demonstrated a complete knowledge of rendezvous and closure procedures. Performed all procedures in accordance with applicable checklists and other governing directives.

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

U Erractic or dangerous in the pre-contact/refueling position. Had deviations/omissions that affected safety of flight and/or sucessful completion of air refueling. Did not perform all procedures in acordance with applicable checklists an dother governing directives or omitted major items. exceeded Q- limits.

Area 35. Formation Air Refueling Procedures. CP may be verbally evaluated/debriefed.

Q Smooth on controls. Good wingman considerations. Complied with all restrictions. Made all required reqports. applied course/heading corrections promptly. Able to successfully program and execute all required mission cmputer/AFCS procedures.

Q- Minor deviations in navigation occurred during departure. Slow to comply with controlling agency instructions or unsure of reporting requirements. Slow to apply course/heading corrections. Occasionally rough on controls. Lack of wingman consideration made it difficult

for wingment to maintain position. Limited knowlede of mission computer and AFCS procedures.

U Departure not IAW flight manuals, directives or published procedures. Rough on controls. No wingman consideration. Unable to program mission computer.

Wingman.

Q Smooth on controls. Maintained position with only momentary deviations. Maintained good separation and complied with leader's instructions. Smooth, timely rejoin. Displayed complete understanding of relationship between mission computer, SKE and AFCS systems.

Q- Minor deviations to published procedures. Overcontrolled the aircraft to the extent that formation position varied considerably. Slow to respond to leader's instructions. slow to rejoin. Slow to espond to loss of"coupled" SKE wing position.

U Procedures not in accordance with flight manual, directives or published procedures. Rough on controls. Abrupt position corrections. Unsafe rejoin. Unable to achieve AFCS SKE capture criteria.

Area 36 , Airdrop.

Subarea 36A, Formation/Crew Briefing.

Q All required briefings accomplished IAW the briefing guides. Adequate information relayed to safely conduct formation and airdrop operations.

Q- All required briefings accomplished IAW the briefing guide. Some pertinent information was missing from the briefings, but did not result in unsafe operations.

U Required briefings not accomplieshed or lacked prtinent information , which resulted in unsafe operations.

Subarea 36B, Lead

Q Smooth on controls. Good wingman consideration. complied with all restrictions or controlling agency instructions. Made all required reports. applied course/heading corrections promptly. Able to successfully proram and execute all required mission computer/AFCS procedures.

Q- Minor deviations in navigation during departure. Slow to comply with controlling agency instructions or unsure of reporting requirements. Slow to apply course/heading corrections. Occasionally rough on controls. Wingman considertion made it difficult for wingment to maintain position. Limited knowledge of mission computer and AFCS procedures.

U Departure not IAW flight manuals, directives or pubished procedures. Rough on cotrols. No wingman consideration. Unable to program mission computer. Did not comply with TOT criteria.

Subarea 36C, Wingman.

Q Smooth on controls. Maintained position with only momentary deviations. Maintained good separation and complied with leader's instructions. Smoot , timely rejoing. Displayed complete understanding of relationship between mission computer, SKE and AFCS systems. Maintained the following: Airspeed +/-5 knots: Altitude +5-/-0 feet.

Q- Minor deviations to pubished procedures. Over controlled the aircraft to the extent that formation positon varied considerably. Slow to respond to leader's instructions. Slow to rejoing. Slow to respond to losss of "coupled" SKE wing position. Exceeded Q criteria, but not the following: Airspeed +/-10 knots; Altitude +100/-50 feet.

U Procedures not IAW flight manuals, directives or published procedures. Rough on controls. Abrupt position corrections. Did not maintain safe separatoin or formation position. Failed to comply with leader's instructions.. Unsafe rejoin. Unable to achieve AFCS SKE capture criteria. Failed to recognize a no drop situation. Exceeded Q- criteria.

Subarea 36D, Knowledge of Airdrop Procedures.

Q Demonstrated satisfacotry knowledge of threat analysis and route construction. Applied appropriate tactics to avoid the threat and minimize exposure. Correctly planned the route of flight, with emphasis on obstruction clearance. Made timely and appropriate inputs to target/crew study. Thoroughly coordinated mission with other agencies, if applicable. Relayed all flight commands consistent with procedures, briefings, and threats. Passed information to formation aircraft in a tmely manner. Provided positive guidance inleading the formation. Stayed abreast of time status and worked with crew to determine corrective action. Able to verbalize corrective action for gaining or losing time.

Q- Minor errors in route construction, threat analysis, or tactics selection. Unfamiliar with appropriate tactic for a given scenario. Minor errors in providing signal, or signals not given appropriately for type formation or threat. Flight profile erractic but did not jeopardize safety of follower aircraft. Provided minimal leadership in the conduct of the flight. TOT within limits (+/-60 seconds visual or SKE) but did not thorougly understand how the mision coputer calculates time control. Unable to clearly verbalize TOT adjustment techniques.

U Made major errors in threat analysis or route construction. Could not safely fly planned profile. Unable to locate classified threat parameters. Did not contact appropriate agencies. Poor planning resulted in an unsuccessful mission. Did not pass critical information to other aircraft in-flight. Mission unsuccessful as a reult of examinee's lack of performance, and/or leadership. Exceeded Q- TOT criteria due to poor procedures or technique; made no attempt to maintain or recover TOT.

Subarea 36E, Visual Procedures. Accomplish in Aircraft only.

Q Smooth on controls. Maintained position with only momentary deviations. Maintained good separation with other formation aircraft. Able to maintain safe altitude and airspeed in formation. Displayed complete understanding of visual formation procedures.

Q- Minor deviations to published procedures. Over controlled the aircraft to the extent that formation position varied considerably. Slow to correct position. Lacked complete understanding of visual procedures, but did not jeopardize safety of aircraft or formation aircraft.

U Procedures not IAW flight manuals, directives or published procedures. Rough on controls. Abrupt position corrections. Did not maintain safe separation or formation position. Failed to recognize unsafe situations.

Subarea 36F, SKE Procedures.

Q Smooth on controls. Maintained position with only momentary deviations. Maintained good separation with other formtion aircraft. Able to successfully pass and receive SKE inforation.

Displayed complete understanding of relationship between mission computer, SKE and AFCS systems.

Q- Minor deviations to published procedures. Over controlled the aircraft to the extent that formation position varied considerably. Slow to pass or respond to SKE information. Did not have complete understanding of SKE equipment or SKE procedures.

U Procedures not IAW flight manuals, directives or published procedures. Rough on controls. Abrupt position corrections. Did not maintain safe separation or formation position. Failed to comply comply with leader's instructions or pass required SKE information. Unable to achiee AFCS SKE capture criteria. Failed to recognize unsae situations.

Subarea 36G, Formation Low Level Procedures

Use AREA 36E or 36Fcriteria.

Subarea 36H, Airdrop Checklists.

Use Area 3 criteria.

Subarea 36I, Visual Run-in/Drop/Escapte. Accomplish in Aircraft only.

Q Initiated slowdown and configured airplane as required. Maintained appropriate airdrop altitude and airspeeds. Correctly identified the drop zone (DZ) and made appropriate corrections to fine-tune track. If required, correct no drop actions performed. Initiated escape procedures and post-drop checklists at appropriate times. Maneuvered in accordance with established guidance.

Q- Minor deviations from direct course to the CARP did not retract from airdrop effectiveness. Slow to initiate slow-down procedures or properly configure the airplane. Slow to identify DZ despite clear marking and sufficient landmarks. Slow to initiate escape procedures or post-drop checklists. Minor deviations in maneuvering did not detract from mission performance or jeopardize flight safety.

U Unable to establish course to the CARP. Failed to slow down as directed or configure the airplane appropriately. Unable to identify the DZ due to poor technique or pilot error. Did not maintain proper alignment or unaware of alignment error. Mission not accomplished due to poor DZ acquisition, alignment or deviation from procedurecausedby pilot error or omssion. Failed to activate proper air delivery switches and lights causing unsaatisfactory drop or not stopping jupers from exiting the aircraft at the end of unable DZ. Failed toperform escape procedures or accomplish post-drop activities. Major deviations from estalbished procedure precluded safe mission accomplishment.

Subarea 36J, Visual Formation Recovery. Accomplish in Aircraft only.

Q Rolled out on final in position to intercept glide path to touchdown.

Q- Rolled out on fial high or drug-in but able to make a normal landing. Slow to recognize need for an unplanned go-around. Slow to initiate unplanned go-around. Unplanned go-around due to poor pilot procedure or technique.

U Rolled out on final in position requiring go-around due to poor pilot procedure or technique. Did not initiate unplanned go-around when required.

Subarea 36K, Formation Landing. Accomplish in Aircraft only. NOTE: Use Area 13 landing criteria and the following:

Q Good formation position throughout landing. Followed briefed procedures for reversing and braking.

Q- Landing separation exceeded 16,000-feet for SKE or 75 seconds for visual landings. Long landing interval did not cause following aircraft to execute go-around/missed approach.

U Attempted to touchdown with less than 10,000-feet (SKE) or 45 seconds (visual) spacing from the previous aircraft. Long landing interval caused following aircraft to execute go-around/missed approach. Did not follow briefed revesing and braking procedures

A**rea 37 Enroute Evaluation. Initial AC only.** Accomplish in Aircraft only.

Subarea 37A, Aircraft Commander Responsibilities.

Q Effectively determined equipment required for mission and coordinated for waiver to operate with degraded capability, if required. Consistently decided to start, continue of delay mission based on input from appropriate sorces. Kept command and control (C2) agencies apprised of mission status changes. Effectively coordinated support activities to ensure timely mission activity flow.

Q- Occasionally misinterpreted maintenance status regrading mission requirements, but did not significantly impact mission accomplishment. Unsure of procedures to obtain waiver to operate with degraded capability. Slow to make decisions regarding mission continuation. Did not consistently communicate status and intentions to C2 functions. Poor coordination with support agencies disrupted mission flow.

U Unable to determine equipment or waiver required for mission performance. Failed to make proper decision to start, continue or delay mission and/or did not communicate mission-essential information to C2 agencies. Ineffective support function coordination precluded mission accomplishment.

Subarea 37B, Enroute Procedures.

Q Continually coordinated crew activities during flight (e.g, work/test plans) to maximize mission effectieness. Monitored mission progress and aware of posssible impacts at all times. Possessed a igh level of knowledge of all applicable aircraft publications and ot her governing directives and understood how to apply both to enhance fuel conservation. Successfully applied fuel conservation procedures in all areas of the mission.

Q- Slow to coordinate crew activities during flight or ineffective use of crew resources. Had difficulty recognizing or planning for unexpected occurrences that may affect mission. Possessed some knowledge of applicable aircraft publications and ot her govrning directives an dunderstood how to apply both to enhance fuel conservation. Successfully applied some fuel conservaton procedures, but failed to apply fuel conseration procedures in all areas of the mission.

U Did n ot coordinate crew activities during flight such that mission accomplishment may not be possible. Failed to recognize impact of changing circumstances on mission performance or did not adquately adapt to complete the mission. Unaware of fuel conservation procedures. Failed to appply any fuel conservation procedures in any area of the mission.

Subarea 37C, Descent/Arrival.

Q Effective planning and coordination among crewmembers provided for smooth arrival. Coordinated requirements and intentions to C2 agencies in accordance with current directives.

Q- Slow to plan or coordinate arrival activities. Deviations occurred, but did not preclude successful arrival. Late communication with C2 agencies.

U Could not plan or coordinated for successful arrival. Failed to coordinate crew activities. Did not communicate with destimatnion C2 agencies, significantly affecting mission performance.

Subarea 37D, Landing.

Use area 13 landing criteria and the following:
Q Planned and performed landing in accordance with directives. Evaluated airplane configuration, arrival weather, and other variables and directed appropriate action.

Q- Marginal evaluation of external factors on airplane performance during landing detracted from effectiveness.

U did not evaluate external variables or did not take appropriate action based on those factors. exceeded Q- criteria.

Subarea 37E, Post-Flight/RON Procedures.

Q Accomplished all post-flight activities in a timely manner. Coordinated with C2 agencies for subsequent mission taskings. Managed crew activites during crew rest to provide necesssary rest and crewmember availability.

Q- Slow to perform post-flight duties. Marginal coordination with C2 agencies.

U Could not accomplish post-flight duties. without impacting subsequent mission. Failed to coordinate mission requirements and/or taskings with C2 agencies. Poor management of crew during crew rest phase, which impacted (delayed) the aircrew's availability.

Subarea 37F, Authentication/Aircraft Security.

Q Demonstrated thorough knowledge of authentication documents and procedures. Ensured aircraft security in accordance with current directives and/or mission tasking requirements.

Q- Displayed satisfactory knowledge of authentication documents and procedures. Limited understanding of aircraft security requirements, but complied with basic security directives.

U Unable to demonstrate proper use of authentication materials. Unaware of requirements for aircraft security. Did not ensure basic security neasures taken.

Area 38, Prime Nuclear Airlift Force (PNAF)

Subarea 38A, Knowledge of PNAF Directive/Procedures.

Q Demonstrated satisfactory knowledge of PNAF procedures and restrictions IAW associated directives.

Q- Demonstrated marginal knowledge of PNAF procedures and restrictions IAW associated directives. Mior deviations not impacting safe mission accomplishment.

U Unsatisfactory knowledge of PNAF procedures and restrictions. Major deviations and/or safety was compromised.

Subarea 38B, Mission Preparation/Execution.

Q Pre-planned mission itinerary and cargo loads IAW applicable directives. Accomplished all required predeparture and en route duties in compliance with associated directives.

Q - Difficulty planning and/or executing mission. Minor deviations from required predeparture and/or enroute duties which did not detract from safe mission effectiveness.

U Did not accomplish all required predeparture and/or en route duties. Major deviations, which could have impated mission effectiveness or Nuclear Surety (safety and security).

Subarea 38C, Aircraft/Cargo Procedures.
Q Satisfactorily demonstrated aircraft and cargo security requirements during ground and flight phases of the mission.

Q- Minor deviations from aircraft and/or cargo security requirements, which could have detracted from mission effectiveness. Nuclear Surety was not compromised.

U Failed to adquately explain/demonstrate aircraft or cargo security requirements. Nuclear Surety was compromised and/or mission effectiveness could have been impacted.

Section 38D, No-Longe Zone/Two-person Concept.

Q Satisfactorily demonstrated No-Longe Zone and Two-person requirements during ground and flight phases of the mission.

Q- Minor deviations from No-Lone Zone and Two-person requirements could have detracted from mission effectiveness. Nuclear Surety was not compromised.

U Failed to adequately explain/demonstrate No-Lone Zone or Two-person requirements. Nuclear Surety was compromised and/or mission effectiveness could have been impacted.

Subarea 38E, Acceptabance/Transfer or Custody.

Q Satisfactorily demonstrated cargo custody procedures and restrictions IAW associated directives.

Q- Demonstrated marginal knowledge and/or execution of cargo custody procedures and restrictions. Minor errors or omissions could have detracted from mission effectivness.

U Displayed inadquate knowledge and/or execution of cargo custody procedures and restrictions. Nuclear Surety was compromised or major errors precluded compliance with directives.

Subarea 38F, Onloading/Offloading Procedures.

Q Satisfactorily demonstrated the ability to supervise loading/off loading operations IAW associated directives.

Q- Minor deviations supervising loading/off loading opertions wich did not impact mission effectiveness. Nuclear Surety was not compromised.

U Failed to adequately supervise loading/off loading operations IAW applicale directives. Nuclear surety was compromised or mission efectiveness could have been impacted.

Subarea 38G, Emergency Procedures.

Q Satisfactorily explained/demonstrated emergency procedures associated with nuclear and muclear-related cargo missions.

Q- Difficulty expliaing/demonstrating emergency procedures associated with nuclear and nuclear-related cargo missions. Mission effectiveness was not impacted. Nuclear Surety was not compromised.

U Unable to explain/demonstrate emergency procedures associated with nuclear and nuclear-related cargo missions. Nuclear Surety was compromised or major errors p recluded compliance with directives.

Area 39 Special Operations Low Level (SOLL II).

Subarea 39A, NVG Takeoff and Rejoin.

Q Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW published directives. Accomplished rejoin to correct formation position with only momentary deviations.

Q- Minor deviations from published procedures without affecting safety of flight. Control was rough or erratic. Hesitant in application of procedures/corrections. Formation position varied considerably. Slow to correct position.

U Takeoff was potentially dangerous. Exceeded aircraft systems/limitations. Failed to establish proper climb attitude. Excessive deviation from intended flightpath. Violated flight manual procedures. Did not maintain safe separation. Exceeded Q- criteria.

Subarea 39B, NVG Approach and Landing.

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

Airspeed: +5/-5 KCAS

Touchdown zone: Landed in marked zone. Amp 4 – Landed prior to go around timing called by JS.

Centerline: +/- 15 feet left or right

Q- Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab. Exceeded Q criteria but not the following:

Airspeed: +10/-5 KCAS

Touchdown zone: Landed slightly outside of marked zone. Amp 4 – Landed after go around timing expired

Centerline: +/- 25 feet left or right

U Not performed as published/directed. Exceeded Q- criteria.

Subarea 39C, Low Level/ Time Control

Q Maintained positive awareness of aircraft position throughout flight. Complied with all altitude restrictions. Adhered to all airspace restrictions. Met all enroute points and performed TOA or TOT maneuvers within specified TCS (30 second) tolerances.

Q- Uncertain of exact aircraft position due to marginal mission computer flight plan knowledge or pilot navigation. Met all enroute points and performed TOA or TOT maneuvers slightly outside of specified TCS (30 second) tolerances.

U Unable to maintain position awareness throughout most of route. Performed maneuvers grossly outside of 30 second tolerances or multiple smaller occurrences slightly outside of TCS spacing. Exceeded Q- criteria.

Subarea 39D, Hi – Lo Profile.

Q Performed as published/directed in accordance with flight manual and published instructions and directives. Demonstrated excellent vertical velocity schedule/airspeed control.

Airspeed: +/- 10 KCAS

VVI: +/- 200 ft/min of planned schedule

Q- Minor deviations from profile procedures that did not affect mission accomplishment or compromise safety.

Airspeed: +/- 15 KCAS

VVI: +/- 500 ft/min of planned schedule

U Failed to analyze deviations or take proper corrective actions. Not performed as published/directed. Exceeded Q- criteria.

Subarea 39E, Jump Pilot Drop.

Q Performed as published/directed in accordance with published directives. Demonstrated excellent guidance to LS pilot to successfully complete the drop. Release point within 300 yds/4 seconds of computed carp.

Q- Minor deviations from procedures that did not affect mission accomplishment or compromise safety. Release point within 600 yds/8 seconds of computed carp.

U Failed to analyze deviations or properly guide LS pilot to proper release point. Major deviations or misapplication of procedures. Exceeded Q- criteria.

Subarea 39F, PDA/No Logic Drop.

Q Performed as published/directed in accordance with published directives. For PDA, pilot successfully airdropped within 300 yds/4 seconds of computed carp.

Q- Minor deviations from procedures that did not affect mission accomplishment or compromise safety. For PDA, release point within 600 yds/8 seconds of computed carp.

U Deviations from procedures were such to compromise safety. For PDA, pilot failed to analyze deviations or properly guide aircraft to proper release point. Major deviations or misapplication of procedures. Exceeded Q- criteria.

Subarea 39G, Formation SOLL II Personnel Drop.

Q Maintained formation position through slowdown. Flew to appropriate CARP while maintaining correct separation with respect to other aircraft. Both aircraft reached their release point within the allowable longitudinal position for crosswinds. Maintained correct alignment for duration of drop zone.

Q- Minor deviations from procedures that did not affect mission accomplishment or compromise safety. Both aircraft arrived at release point just outside of allowable longitudinal position.

U- Deviations from procedures were such to compromise safety. Failed to arrive at correct CARP or the #2 aircraft crossed release point far outside of longitudinal position. Exceeded Q-criteria.

2.15. Unit. Units will include MAJCOM-specific and local evaluation areas in **Chapter 4**. Include the evaluation areas on AF Form 3862 (see paragraph **1.14**).

Chapter 3

LOADMASTER EVALUATIONS

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

3.2. Qualification/Missions Evaluations (Initial, Periodic, and Requalification). Include all areas under GENERAL and QUALIFICATION/MISSION.

3.2.1. Initial and re-qualification evaluations:

3.2.1.1. The examinee will perform primary loadmaster duties during cargo upload, an en route segment, and cargo download to complete the evaluation.

3.2.1.2. Initial qualification/mission evaluation profile requires a minimum of two mission legs to include a complete preflight, cargo onload, flight, offload, and postflight.

3.2.1.3. Initial qualification (QUAL) and initial mission (MSN) evaluations will be evaluated on single mission. Upon successful completion of the initial qualification/mission evaluation, the AF Form 8 will indicate crew position as "ML". The loadmaster is qualified to perform unsupervised loadmaster duties for "airland" (e.g., cargo/passenger). Include an expiration date.

3.2.2. Periodic evaluations: Include all areas under GENERAL and QUALIFICATION/ MISSION and the appropriate written exams.

3.2.2.1. If a periodic evaluation is combined with an airdrop evaluation, an airdrop platform may be used for loading requirement. If a load is not available for a periodic evaluation, cargo will be static loaded upon completion of the flight portion.

3.2.2.2. If both airland and airdrop periodic evaluations are successfully completed on the same flight, use a single line entry under flight phase indicating "QUAL/MSN (AD)" and date. Use separate line entries if more than one flight is necessary to complete the evaluation.

3.3. Additional Mission Evaluations.

3.3.1. Airdrop. All initial, periodic and re-qualification evaluations will include all areas under GENERAL and AIRDROP. Airdrop qualification requires unit commander approval. Annotate on the AF IMT 8 under flight phase "MSN (AD)".

3.3.1.1. Initial. Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.3.1.2. Examinee must perform all loadmaster duties for an initial airdrop evaluation. Initial airdrop evaluations will include an actual sequential platform equipment airdrop. (***EXCEPTION***: A single platform airdrop may be substituted if the examinee demonstrates sequential platform rigging.) Other modes of aerial delivery will be evaluated verbally or by actual demonstration.

3.3.1.3. An airdrop sortie and evaluation may be credited if an unplanned no-drop is called after completion of the Slowdown Checklist provided the no-drop was not due to loadmaster error. Up to three airdrop evaluations may be administered (periodic-only) on

the same flight/sortie provided each loadmaster performs an airdrop preflight, all required rigging, and in-flight airdrop duties. Evaluation will be conducted on heavy equipment sorties.

3.3.2. SOLL II (when MAJCOM-approved). All initial, periodic and re-qualification evaluations will include all areas under GENERAL and SOLL II.

3.3.2.1. Initial and periodic SOLL II evaluation consists of onload and offload procedures, NVG operations, special equipment and emergency procedures. Complete the initial evaluation on an operational mission or training exercise.

3.3.2.2. When evaluating a loadmaster for SOLL II qualification, annotate on the AF IMT 8 under flight phase "MSN (SOLL-II)". Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.3.3. Prime Nuclear Airlift Force (PNAF) (when MAJCOM-approved). All initial, periodic and re-qualification evaluations will include all areas under GENERAL and MISSION area number 30-34. PNAF qualification requires unit commander approval. Use the following:

3.3.3.1. Conduct initial PNAF evaluations on missions with actual or live munitions to the maximum extent possible. If the number of actual missions or mission segments are insufficient (i.e., if waiting for an actual/live munitions mission(s) would adversely affect individual's upgrade or result in an unacceptable upgrade delay for the unit), the initial evaluation may be conducted using training or inert munitions. If training or inert munitions are used, all aspects of the mission (including ground security and munitions personnel) must simulate actual or live munitions procedures.

3.3.3.2. When evaluating a loadmaster for PNAF qualification, annotate on the AF IMT 8 under flight phase "MSN (PNAF)". Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.3.3.3. Flight examiners (not nuclear qualified) may give a spot evaluation or a N/N evaluation on a nuclear mission provided they meet security clearance requirements of the mission. Escort flight examiners who are not certified under the Personnel Reliability Program (PRP) according to AFI 11-299. Flight examiners who do not maintain PNAF currency will not fly on mission legs carrying nuclear cargo unless they obtain ACM approval.

3.4. Instructor Evaluations (Initial, Periodic, and Re-qualification). Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. Include all areas under GENERAL, QUALIFICATION/ MISSION, and INSTRUCTOR (include areas under AIRDROP and/or SOLL II, if applicable).

3.4.1. To initially qualify as an instructor, the crew member must successfully complete a dedicated initial instructor evaluation. Accomplish initial instructor evaluations during actual instructional missions when possible. When students are not available or mission requirements/crew composition requirements prevent inclusion of students, the flight examiner may serve as the student for the purpose of evaluating the examinee's instructional ability.

3.4.2. Loadmasters who desire to realign their QUALIFICATION/MISSION evaluation during the initial instructor evaluation (update qualification expiration date) must complete all required written examinations.

3.4.3. **(Added-DOVERAFB)** Ground. The evaluatee will develop an instructional brief to be given during evaluation. The briefing topic will be at the evaluatee's discretion unless a topic is directly assigned by the evaluator.

3.5. Emergency Procedures Evaluations (EPE). Evaluate a loadmaster's knowledge of emergency procedures and systems knowledge on all initial and periodic evaluations (see paragraph **1.9.6**). Accomplish the EPE during the ground evaluation, in-flight, or in the ATD.

3.5.1. The EPE should include personnel and heavy equipment airdrop or any mission-specific emergencies.

3.6. Additional Information.

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

3.7. Loadmaster Grading Criteria.

3.8. General.

Area 1, Directives and Publications.

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

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

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

Area 2, Mission Preparation/Planning.

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

Q- Same as above except for minor deviations or omissions which would not impair mission effectiveness. Did not fully comply with local directives.

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

Area 3, Use of Checklists.

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

Q- Procedures and checklist items required by flight manuals and applicable directives were accomplished with omission, deviation, or error, which detracted

from the overall efficient conduct of the mission. Performance was the minimum acceptable.

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

Area 4, Safety Consciousness (Critical).

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

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

Area 5, Judgment/Compliance (Critical).

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

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

Area 6, Crew Coordination/Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and use AF Form4031, **CRM Skills Criteria Training/Evaluation,** as a reference.

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

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

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

Area 7, Communication Procedures.

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

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

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

Area 8, Life Support Systems/Egress.

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

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

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

Area 9, Knowledge/Completion of Forms.

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

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

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

Area 10, Airmanship/Situational Awareness.

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

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

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

3.9. Qualification/Mission.

Area 11, Aircraft Preflight/Aircraft Configuration.

Q Accomplished all aircraft preflights and ensured the aircraft was properly configured to accommodate loading. Familiar with various configurations as outlined in applicable regulations.

Q- Accomplished preflights with minor deviations or omissions which would not impair mission effectiveness. Difficulty configuring the aircraft, but did not impede loading of aircraft. Limited knowledge of various configurations as outlinedin applicable regulations.

U Failed to complete aircraft preflights or accomplished preflights with deviations or

omissions which would impair mission effectiveness. Failed to ensure proper aircraft configuration or caused loading delays.

Area 12, Load Planning/Inspection.

Q Accurately planned a load of cargo and/or passengers within aircraft CG limits. Inspected cargo for proper preparation and documentation.

Q- Difficulty planning a load of cargo and/or passengers within CG limits. Difficulty inspecting cargo for proper preparation and documentation.

U Unable to plan a load of cargo and/or passengers within CG limits. Failed to inspect cargo for proper preparation and documentation.

Area 13, On/Off Loading Procedures.

Q Correctly on/offloaded cargo in a safe and timely manner.

Q- Difficulty during on/offloading of cargo.

U Failed to correctly or safely on/off load cargo. Loading procedures caused undue delay.

Area 14, Engine Running On/Offload.

Q Followed or able to explain proper procedures for engine running on/off loading operations.

Q- Difficulty following or incorrect description of proper procedures for engine running on/offloading operations.

U Did not follow or unable to describe proper procedures for engine running on/offloading operations.

Area 15, Tie Down/Restraint.

Q Correctly calculated and applied correct amount of restraint. Understood and could state the principals of restraint.

Q- Difficulty calculating and applying the correct amount of restraint. Did not fully understand the principals of restraint.

U Failed to correctly calculate and apply the correct amount of restraint. Did not understand and could not state the principals of restraint.

Area 16, Passenger Handling.

Q Correctly briefed and performed passenger handling procedures.

Q- Difficulty briefing and/or performing passenger handling procedures.

U Failed to brief and/or did not perform proper passenger handling procedures.

Area 17, Weight and Balance.

Q Completed DD Form 365-4 accurately with only minor mistakes. Errors in takeoff or landing gross weights did not exceed +/- 500 lbs. Percent of MAC was within +/- 0.5 percent. Did not exceed aircraft gross takeoff limits. Did not exceed any aircraft center

of gravity limitations.

Q- Errors on DD Form 365-4 exceeded takeoff or landing gross weights by +/- 501 to1,000 pounds or percent of MAC limitations by +/-0.6 to 1.0 percent. Did not exceed aircraft gross takeoff limits. Did not exceed any aircraft center of gravity limitations.

U Failed to complete DD Form365-4 accurately. Takeoff or landing gross weights were in excess of +/- 1,000 pounds or percent of MAC limitations exceeded +/- 1.0 percent. Exceeded aircraft gross takeoff weight/center of gravity limits.

Area 18, Systems Knowledge/Operation. As a minimum, evaluate subareas 18A, Oxygen; 18B, Ramp and door; 18C, Cargo rails/rollers; 18D, Electric/external power; 18E, APU; 18F, Hydraulics, and 18G, Environmental.

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

Q- Marginal knowledge of aircraft systems operations and limitations in some areas. Slow to analyze problems or apply proper corrective action. Would not have impacted mission effectiveness.

U Unsatisfactory systems knowledge. Unable to analyze problems or apply proper corrective action. Could have impacted mission effectiveness.

Area 19, Winching Procedures.

Q Correctly demonstrated and/or explained winching procedures.

Q- Difficulty demonstrating and/or did not completely explain correct winching procedures. Safety was not compromised.

U Failed to demonstrate and/or did not explain correct winching procedures. Safety was compromised.

Area 20, Hazardous Material.

Q Demonstrated/explained a thorough knowledge of hazardous cargo procedures. Complied with the provisions of airlift directives and messages, AFJMAN 24-204**,** *Preparing Hazardous Materials for Military Air Shipments*, and/or followed the procedures for air movement of hazardous cargo under channel, tactical, or contingency conditions.

Q- Demonstrated/explained adequate knowledge of hazardous cargo procedures with minor deviations. Safety was not compromised. Complied with the provisions of airlift directives and messages AFJMAN 24-204**,** *Preparing Hazardous Materials for Military Air Shipments*, and/or followed the procedures for air movement of hazardous cargo under channel, tactical, or contingency conditions.

U Did not understand hazardous cargo procedures IAW airlift directives and messages and/or AFJMAN 24-204**,** *Preparing Hazardous Materials for Military Air Shipments*. Did not comply with the provisions of AFJMAN 24-204,and/or follow the procedures for air movement of hazardous cargo under channel, tactical, or contingency conditions. Safety was compromised.

Area 21, Aircraft Limitations.

Q Demonstrated/explained a thorough knowledge of limitations associated with the aircraft, on/off loading, and associated equipment. Could apply aircraft limitations to actual loading situations.

Q- Demonstrated/explained adequate knowledge of limitations associated with the aircraft, on/off loading, and associated equipment with minor deviations. Safety was not compromised. Could apply aircraft limitations to actual loading situations.

U Failed to demonstrate/explain a thorough knowledge of limitations associated with the aircraft, on/off loading, and associated equipment. Safety was compromised. Could not apply aircraft limitations to actual loading situations.

Area 22, Combat Offload.

Q Demonstrated/explained a thorough knowledge of combat offload limitations/procedures.

Q- Demonstrated/explained adequate knowledge of combat offload limitations/procedures with minor deviations. Safety would not be compromised.

U Failed to demonstrate/explain a thorough knowledge of combat offload limitations/procedures. Safety was compromised.

Area 23, Reverse Taxi.

Q Demonstrated/explained a thorough knowledge of reverse taxi limitations/procedures.

Q- Demonstrated/explained adequate knowledge of reverse taxi limitations/procedures with minor deviations. Safety was not compromised.

U Failed to demonstrate/explain a thorough knowledge of reverse taxi limitations/procedures. Safety was compromised.

Area 24, Boldface Emergency Procedures(Critical).

Q Correct, immediate responses. Coordinated proper crew actions.

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

Area 25, Other Emergency Procedures.

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

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

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

3.10. Airdrop.

Area 26, Airdrop Preflight/Rigging Procedures.

Q Accomplished aircraft airdrop preflights and ensured the aircraft was properly configured to accommodate oncoming load. Familiar with various airdrop configurations as outlined in applicable regulations. Correctly rigged and identified key airdrop components.

Q- Accomplished preflights with minor deviations or omissions which would not impair mission effectiveness. Difficulty configuring the aircraft, but did not impede loading of aircraft. Limited knowledge of various configurations as outlined in applicable directives. Difficulty rigging and/or identifying key airdrop components.

U Failed to complete aircraft preflights or accomplished preflights with deviations or omissions which would impair mission effectiveness. Failed to ensure proper aircraft configuration or caused loading delays. Failed to rig and/or identify key airdrop components.

Area 27, Airdrop Systems Knowledge/Operation. As a minimum, evaluate the following areas: personnel, heavy equipment, and CDS.

Q Demonstrated/explained a thorough knowledge of airdrop systems operations/limitations and proper procedural use of systems.

Q- Marginal knowledge of airdrop systems operations/limitations in some areas. Slow to analyze problems or apply proper corrective action. Would not have impacted mission effectiveness.

U Unsatisfactory systems knowledge. Unable to analyze problems or apply proper corrective action. Could have impacted mission effectiveness.

Area 28, Airdrop Emergency Procedures. As a minimum, evaluate the following areas: personnel (PER), heavy equipment (HE), and CDS.

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

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

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

3.11. SOLL II.

Area 29, Special Operations.

Subarea 29A. Knowledge of SO Procedures/SOPs.

Q Demonstrated/explained a thorough knowledge of SO procedures and SOPs.

Q- Marginal knowledge of SO procedures and SOPs. Slow to analyze problems or apply proper corrective action. Would not have impacted mission effectiveness.

U Unsatisfactory knowledge of SO procedures and SOPs. Unable to analyze problems or apply proper corrective action. Could have impacted mission effectiveness.

Area 29B. Briefings.

Q All required briefings accomplished IAW the briefing guides. Adequate information relayed to safely conduct operations.

Q- All required briefings accomplished IAW the briefing guides. Some pertinent information was missing from the briefings, but did not result in unsafe operations.

U Required briefings not accomplished or lacked pertinent information, which resulted in unsafe operations.

Subarea 29C. NVG Operations.

Q Operated within prescribed limits and correctly diagnosed problems. Effectively used NVGs.

Q- Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use NVGs.

U Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use NVGs effectively

Subarea 29D. Aircraft Preparations.

Q Accomplished all aircraft preparations and ensured the aircraft was properly configured to accommodate oncoming load.

Q- Accomplished aircraft preparations with minor deviations or omissions which would not impair mission effectiveness. Difficulty in preparing the aircraft, but did not impede loading of aircraft.

U Failed to complete aircraft preparation or accomplished with deviations or omissions which would impair mission effectiveness. Failed to ensure proper aircraft configuration or caused loading delays.

Subarea 29E. On/Off Loading Procedures.

Q Correctly on/off loaded cargo using special operations procedures in a safe and timely manner.

Q- Difficulty on/off loading cargo using special operations procedures.

U Failed to correctly or safely on/off load cargo using special operations procedures. Loading procedures caused undue delay.

Subarea 29F. Special Equipment.

Q Demonstrated/explained a thorough knowledge of special equipment operations/limitations.

Q- Marginal knowledge of special equipment operations and limitations in some areas. Slow to analyze problems or apply proper corrective action. Would not have impacted mission effectiveness.

U Unsatisfactory knowledge of special equipment operations/limitations. Unable to analyze problems or apply proper corrective action. Could have impacted mission effectiveness.

Subarea 29G. Emergency Procedures.

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

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

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

3.12. PNAF.

Area 30, Knowledge of PNAF Procedures.

Q Demonstrated/explained a satisfactory knowledge of PNAF general duties, responsibilities, and aircrew coordination.

Q- Marginal knowledge of PNAF general duties and responsibilities. Marginal aircrew coordination. Minor deviations without compromising safety. Mission effectiveness was not impacted.

U Unsatisfactory knowledge and application of PNAF general duties and responsibilities. Unsatisfactory aircrew coordination. Major deviations and/or safety was compromised. Mission effectiveness could have been impacted.

Area 31, Mission Planning/Preparation.

Q Satisfactorily pre-planned cargo loads IAW applicable publications. Accomplished all required predeparture duties to include personal preparation and preflight.

Q- Difficulty pre-planning cargo loads IAW applicable publications. Minor deviations/omissions of required predeparture duties to include personal preparation and preflight. Did not impact mission effectiveness. Safety was not compromised.

U Did not pre-plan cargo loads IAW applicable directives. Did not accomplish all required predeparture duties to include personal preparation and preflight. Deviations/omissions could have impacted mission effectiveness. Safety was compromised.

Area 32, Enroute Operations.

Q Satisfactorily demonstrated/explained en-route operations to include ground operations, departure/arrival procedures, and emergency procedures.

Q- Marginally demonstrated/explained en-route operations to include ground operations, departure/arrival procedures, and emergency procedures. Minor deviations/omissions of required en-route duties. Did not impact mission effectiveness.

U Failed to adequately demonstrate/explain en-route operations to include ground operations, departure/arrival procedures, and emergency procedures. Deviations/omissions could have impacted mission effectiveness and/or safety was compromised.

Area 33, Aircraft Security.

Q Satisfactorily explained/demonstrated aircraft security requirements for departure, in-flight, and arrival.

Q- Minor deviations/omissions when explaining/demonstrating aircraft security requirements for departure, in-flight, and/or arrival. Mission effectiveness was not impacted. Safety was not compromised.

U Failed to adequately explain/demonstrate aircraft security requirements for departure, in-flight, and/or arrival. Mission effectiveness could have been impacted. Safety was compromised.

Area 34, Loading/Off loading Operations.

Q Satisfactorily demonstrated the ability to supervise loading/off-loading operations to include the use of loading aids and restraint.

Q- Difficulty with loading/offloading operations, use of loading aids, and/or application of restraint. Minor deviations/omissions did not impact mission effectiveness. Safety was not compromised.

U Failed to adequately supervise loading/off-loading operations. Did not use loading aids correctly and/or apply restraint IAW applicable publications. Mission effectiveness could have been impacted. Safety was compromised.

3.13. Instructor.

Area 35, Instructor Ability (Critical).

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

U Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe operations/situations in a timely manner. Made no attempt to instruct.

Area 36, Technical Knowledge (Critical).

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

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

Area 37, Student Briefing/Critique (Critical).

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

the student relative to the standard. Pre-briefed the student's next mission, if required.

U Briefings were marginal or non-existent. Did not review student's past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

3.14. Unit. Units will include MAJCOM-specific and local evaluation areas in **Chapter 4**. Include the evaluation areas on AF Form 3862 (see paragraph **1.14**).

Chapter 4

LOCAL PROCEDURES

4.1. General. Use this chapter to define local evaluation criteria, as required**.**

4.2. (Added-DOVERAFB) Emergency Procedure Evaluations (EPE). All C-17A evaluations will include an EPE. The EPE for the evaluation will be commensurate with the examinee's qualification and experience level. 436/512 OG/OGV will maintain a recommended list of EPE topics on the OGV SharePoint website.

4.3. (Added-DOVERAFB) Special Interest Items (SIIs). 436/512 evaluators will evaluate SIIs on all evaluations. Applicable SIIs are identified in the Flight Crew Information Files (FCIFs) and may be amended on a quarterly basis.

4.4. (Added-DOVERAFB) Tactical Operations. Evaluators should sample threat reaction and tactical situational awareness during the duration of the evaluation. Crews should operate the Countermeasures Dispensing System (CMDS) and Missile Warning System (MWS). NOTE: On locals, pulling the CMDS safety switch pins or pressing the dispense arm switch may be simulated when the aircraft is equipped with flares. The evaluator may role-play the function of airborne/ground platforms to facilitate evaluating battle space interoperability methods and procedures. Evaluators should make changes or updates to threat information enroute to evaluate the crew's application of procedures. For evaluator called threats, the crew should respond exactly as they would to an actual threat warning.

4.5. (Added-DOVERAFB) OME (Operational Mission Evaluation) Guidelines. All pilots will complete a one-time OME demonstrating their ability to operate in command of an aircraft performing the unit's primary mission prior to aircraft commander certification. This evaluation is not required for pilots currently/previously certified to operate in command of a C-17A.

4.5.1. **(Added-DOVERAFB)** [436 AW only] In addition to the items listed on the "Enroute" section of the AF Form 3862, evaluators should focus on 436 OSS/OST Pilot Upgrade guide topics and command level training topics. The OME should assess the evalutees ability to operate in command for the most representative mission set for Dover AFB.

4.5.2. **(Added-DOVERAFB)** The minimum profile is two mission legs (one over a category 1 route), takeoff, arrival and landing, off station RON, and tactical maneuvers if practical.

RONALD E. KEYS, Lt General, USAF
DCS/Air and Space Operations

(DOVERAFB)

RICHARD G. MOORE, JR., Colonel, USAF
Commander, 436th Airlilft Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 10-9, *Lead Operating Command Weapon Systems Management*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*

AFI 11-202V1, *Aircrew Training*

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

AFI 11-202V3, *General Flight Rules*

AFI 11-215, *Flight Manuals Program (FMP)*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

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

AFI 11-299, *Nuclear Airlift Operations*

AFI 11-401, *Flight Management*

AFI 11-2C-17V1, *C-17Aircrew Training*

AFI 11-2C-17V3, *C-17 Operations Procedures*

AFMAN 11-210, *Instrument Refresher Course Program*

AFMAN 36-2236, *Guidebook for Air Force Instructors*

AFMAN 37-139, *Records Disposition Schedule*

AFJMAN 24-204**,** *Preparing Hazardous Materials for Military Air Shipments*

Abbreviations and Acronyms

AC—Aircraft Commander

ACM—Additional Crew Member

A/R—Air Refueling

ALZ—Assault Landing Zone

ATC—Air Traffic Control

ATD—Aircrew Training Device

CARP—Computed Air Release Point

CBT—Computer Based Training

CDS—Container Delivery System

CG—Center of Gravity

CP—Co Pilot

EOC—Endo of Course

EPE—Emergency Procedures Evaluation

FCIF—Flight Crew Information File

FEF—Flight Evaluation Folder

FTU—Formal Training Unit

GPS—Global Positioning System

HE—Heavy Equipment

ILS—Instrument Landing System

IRC—Instrument Refresher Course

KIAS—Knots Indicated Airspeed

MDA—Minimum Descent Altitude

MLS—Microwave Landing System

MQF—Master Question File

NM—Nautical Mile

NVG—Night Vision Goggles

PER—Personnel (paratroops)

PF—Pilot Flying

PNF—Pilot Not Flying

PRP—Personnel Reliability Program

RQ—Requalification

PNAF—Prime Nuclear Airlift Force

SAAF—Short Austere Airfield

SKE—Station Keeping Equipment

SOLL—Special Operations Low Level

WST—Weapons System Trainer

Attachment 1 (DOVERAFB)

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

Air Force Manual 33-363, *Management of Records*, 1 March 2008

Prescribed Forms

No Forms Prescribed by this publication.

Adopted Forms

No Forms Adopted by this publication.

Abbreviations and Acronyms

CMDS - Countermeasures Dispensing System

FCIFs - Flight Crew Information Files

MWS - Missile Warning System

SIIs - Special Interest Items

Attachment 2

PILOT FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A2.1. C-17 Pilot Flight Evaluation Worksheet.

AREA/SUBAREAS	Q	Q	U	T	REMARKS
MISSION (continued)					
37B. Enroute Procedures					
37C. Descent/Arrival					
37D. Landing					
37E. Post Flight/RON Procedures					
37F. Authentication/Aircraft Security					
38. PNAF					
39. SOLL II					
UNIT					

TREND ANALYSIS GUIDANCE *(Note: T column is for Trend Information)*
Grade each area using the following guidelines:

A = Q awarded and the evaluator makes a positive comment during the post mission critique.
B = Q awarded and no other comment is warranted.
C = Q or Q- awarded and the evaluator makes negative comment during the post mission critique.
D = U action taken.

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C-17 PILOT FLIGHT EVALUATION		DATE COMPLETED
NAME *(Last, First, MI)*	GRADE	SSN
ORGANIZATION/LOCATION	ACFT/CREW POS	ELIGIBILITY PERIOD

QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE

QUALIFICATION LEVEL			ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	RESTRICTION *(Explain in Comments)*	DUE DATE
		YES ☐	DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION		NO ☐	

COMMENTS

CERTIFICATION

PRINT NAME AND GRADE	ORGANIZATION
1. FLIGHT EXAMINER	
2. REVIEWING OFFICER	
3. FINAL APPROVING OFFICER	

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REPLACES AF FORM 3862, SEP 98 AND (AMC) MC FORMS 50, 51, 52, 53, AND 54, JAN 96 WHICH ARE OBSOLETE.

Figure A2.1. Continued.

AREA/SUBAREAS	Q	Q	U	T	REMARKS
GENERAL					
1. Directives and Publications					
2. Mission Prep/Planning/Performance					
3. Use of Checklists					
4. Safety Consciousness		N			
5. Judgement/Compliance		N			
6. Crew Coordination/CRM					
7. Communication Procedures					
8. Life Support Systems/Egress					
9. Knowledge/Completion of Forms					
10. Airmanship/Situational Awareness					
QUALIFICATION					
11. Takeoff					
12. Engine Out Operations (NA for CP)					
13. Landings					
13A. 3/4 Flap					
13B. Abnormal Configurations					
13C. Engine Out					
13D. Touch and Go					
13E. Right Seat					
13F. Landing Roll/Braking/Reverse					
14. All Engine Go-Around					
15. Engine Out Go-Around					
16. Boldface Emergency Procedures		N			
17. Other Emergency Procedures					
18. Systems Ops/Knowledge/Limitations					
INSTRUMENT					
19. Instrument Departure/SID					
20. Enroute Navigation					
21. Holding					
22. Use of NAVAIDs					
23. Descent/Arrival					
24. Precision Approaches					
24A. PAR					
24B. ILS					
24C. Cat II ILS					
24D. Microwave Landing System (MLS)					
25. Non-Precision Approaches					
26. Circling Approach					
27. Missed Approach					
INSTRUCTOR					
28. Instructor Ability		N			
28A. Demonstration of Maneuvers		N			
28B. Student Briefing/Critique		N			

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AREA/SUBAREAS	Q	Q	U	T	REMARKS
MISSION					
29. Aircraft Preflight Inspection					
30. Radar Ops/Wx					
31. Approaches					
31A. VFR Pattern					
31B. All Engine Go-Around (GA)					
31C. Normal Landing					
31D. Steep Approach to an ALZ					
31E. Tactical Approach					
31F. Mission Computer Approach					
31G. Full Flap VFR Approach (FP)					
31H. NVG Approach (PNF-FP/CP)					
31I. NVG Assault (PNF-FP/CP)					
32. Low Level Procedures					
32A. Combat Entry/Exit Checklist Procd					
32B. Low Level Nav/Timing Control					
32C. Low Level Flying					
32D. Threat Avoidance Procedures					
33. Ground Operations					
33A. Normal Taxi					
33B. Star Turn/Reverse Taxi					
33C. Operational Stop Procedures					
33D. ERO/Combat Offload					
34. Receiver Air Refueling					
34A. Rendezvous					
34B. Closure					
34C. Air Refueling Position/Control					
34D. Overrun Procedures					
34E. Emergency Procedures					
34F. Right Seat Air Refueling					
35. Formation Air Refueling					
36. Airdrop					
36A. Formation/Crew Briefing					
36B. Lead					
36C. Wingman					
36D. Knowledge of Airdrop Procedures					
36E. Visual Procedures					
36F. SKE Procedures					
36G. Formation Low Level Procedures					
36H. Airdrop Checklists					
36I. Visual Run-in/Drop/Escape					
36J. Visual Formation Recovery					
36K. Formation Landing					
37. Enroute					
37A. Aircraft Commander Responsibility					

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Attachment 3

LOADMASTER FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A3.1. C-17 Loadmaster Flight Evaluation Worksheet.

AREA/SUBAREAS	Q	Q-	U	T	REMARKS
GENERAL	■	■	■	X	
1. Directives and Publications					
2. Mission Preparation/Planning					
3. Use of Checklists					
4. Safety Consciousness		■			
5. Judgement/Compliance		■			
6. Crew Coordination/CRM					
7. Communication Procedures					
8. Life Support Systems/Egress					
9. Knowledge/Completion of Forms					
10. Airmanship/Situational Awareness					
QUALIFICATION/MISSION	■	■	■	X	
11. Acft Preflight/Acft Configuration					
12. Load Planning/Inspection					
13. On/Off Loading Procedures					
14. Engine Running On/Offload					
15. Tie Down/Restraint					
16. Passenger Handling					
17. Weight and Balance					
18. Systems Knowledge/Operation					
18A. Oxygen					
18B. Ramp and Doors					
18C. Cargo Rails/Rollers					
18D. Electric/External Power					
18E. APU					
18F. Hydraulics					
18G. Environmental					
19. Winching Procedures					
20. Hazardous Material					
21. Aircraft Limitations					
22. Combat Offload					
23. Reverse Taxi					
24. Boldface Emergency Procedures		■			
25. Other Emergency Procedures					
AIRDROP	■	■	■	X	
26. Preflight/Rigging Procedures					
27. Systems Knowledge/Operations					
28. Airdrop Emergency Procedures					
SOLL II	■	■	■	X	
29. Special Operations					
PNAF	■	■	■	X	
30. Knowledge of PNAF Procedures					
31. Mission Planning/Preparation					
32. En Route Operations					
33. Aircraft Security					

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AREA/SUBAREAS	Q	Q-	U	T	REMARKS
34. PNAF Loading/Off Loading Ops					
INSTRUCTOR	■	■	■	X	
35. Instructor Ability		■			
36. Technical Knowledge		■			
37. Student Briefing/Critique		■			
UNIT	■	■	■	X	

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Figure A3.1. Continued.

AREA/SUBAREAS	Q	Q-	U	T	REMARKS

TREND ANALYSIS GUIDANCE *(Note: T column is for Trend Information)*

Grade each sub-area using the following guidelines:

A = Q awarded and the evaluator makes a positive comment during the post mission critique.

B = Q awarded and no other comment is warranted.

C = Q or Q- awarded and the evaluator makes negative comment during the post mission critique.

D = U action taken.

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C-17 LOADMASTER FLIGHT EVALUATION

		DATE COMPLETED
NAME *(Last, First, MI)*	GRADE	SSN
ORGANIZATION/LOCATION	ACFT/CREW POS	ELIGIBILITY PERIOD

QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE

QUALIFICATION LEVEL			ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	RESTRICTION *(Explain in Comments)*	DUE DATE
		YES ☐	DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION		NO ☐	

COMMENTS

CERTIFICATION

PRINT NAME AND GRADE	ORGANIZATION
1. FLIGHT EXAMINER	
2. REVIEWING OFFICER	
3. FINAL APPROVING OFFICER	

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Attachment 4

INTERIM CHANGE 2005-1 TO AFI 11-2C-17, VOLUME 2, C-17 AIRCREW EVALUATION CRITERIA

19 APRIL 2005

OPR: HQ AMC/A37V
(Maj Marvin Fisher)

This revision incorporates Interim Change IC 2005-1. This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*. It establishes evaluation criteria for the operation of C-17 aircraft to safely and successfully accomplish their worldwide mobility missions. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and the appropriate MAJCOM supplement. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to Air Forces Reserve Command (AFRC) units and Air National Guard (ANG) units.

SUMMARY OF REVISIONS

This change adds unique mission type evaluation descriptions to evaluation prefixes (paragraphs paragraphs **1.9.7. , 2.4.3. , 2.4.4. , 2.5.2.1. , 2.5.3.2. , 3.2.2.2. , 3.3.1. , 3.3.2.2. ,** and **3.3.3.2**.); updates AF IMT 8 documentation requirements for completion of the requisite Instrument exam (paragraph **1.15.4.**); updates the minimum number of instrument approaches required during the Instrument Evaluation (paragraphs **2.2**, and **2.12**. **Area 24** and **Area 25**); adds requirement for threat avoidance procedures during the Mission Evaluation (paragraphs **2.4.1., 2.4.2., 2.4.4.** , and **2.14. Subarea 32D**); adds requirement for a tactical approach on Mission Evaluations (paragraphs **2.4.2.**, and **2.14. Subarea 31E**); defines the minimum Assault Landing Zone size requirements for evaluations (paragraph **2.4.2.1.**); adds requirement for a Full-Flap VFR approach and landing on Flight Pilot (FP) Mission Evaluations (paragraph **2.14. Subarea 31G**); adds NVG evaluation criteria (paragraph **2.14**. **Subarea 31H** and **31I**); updates Special Operations Low-Level (SOLL II) evaluation criteria (paragraph **2.14. Area 39** and paragraph **3.11. Area 29**). A bar (|) indicates revision from the previous edition. The entire text of the IC is at the last attachment.

1.9.7. Evaluation Prefixes. Use AFI 11-202V2 evaluation prefixes for AF Form 8, **Certificate of Aircrew Qualification.** Use "MSN" for the pilot airland evaluation, and "QUAL/MSN" for the loadmaster airland evaluation. Identify unique mission type evaluation descriptions in parenthesis (e.g. MSN (AD), MSN (SOLL II), MSN (PNAF)). For combined pilot airland and airdrop mission evaluations annotate as "MSN (AL-AD)". For combined loadmaster airland and airdrop evaluations annotate as "QUAL/MSN (AD)". Use the same annotation on the AF Form 942, Record of Evaluation.

1.15.4. Instrument Exam. The instrument written exam will be accomplished during the 6-month QUAL/INSTM eligibility period. The C-17 Instrument Exam CBT satisfies written requirements of the Instrument Exam. Document the exam completion on AF IMT 8 as INSTRUMENT, date completed, and the appropriate score.

2.2. Instrument Evaluations (Initial, Periodic and Requalification). The C-17 instrument evaluation will normally be conducted in the WST in conjunction with the qualification evaluation. Include all areas under GENERAL and INSTRUMENT. A minimum of three instrument approaches will be evaluated, with a minimum of one precision and one non-precision."

2.2.2. Flight pilots (FP), first pilots, and aircraft commanders accomplish CAT II ILS approaches and landings from the left seat. Initial qualification evaluations require demonstration of a missed approach and a landing. Subsequent evaluations require one approach to either a missed approach or landing. Copilots are evaluated on PNF duties during a CAT II approach to either a landing or missed approach.

2.2.3. Non-precision approaches are flown as either straight-in or as a circling approach.

2.3.2. Flight Pilot (FP)/First Pilot.

2.3.2.1. From the left seat, evaluate appropriate areas in this chapter as illustrated on the evaluation worksheet example at **Attachment 2** . First pilots are considered copilots who are airland mission-qualified.

NOTE: Evaluate flight pilots and first pilots on at least one approach and landing in both left and right seats. Initial First Pilot Qualification can be accomplished without a recurring instrument evaluation; however, a CAT II approach, missed approach, and landing must be evaluated from the left seat. Recurring First Pilot evaluations will be administered as a Qualification and Instrument evaluation.

2.4.1. Flight Pilot (FP)/Copilot (CP) (Airland-Qualified). From the right seat (either seat for flight pilot) evaluate applicable MISSION Areas 29 through 34. The evaluation profile will include aircraft preflight inspection, systems operations, low-level procedures, threat avoidance procedures, completion of applicable aircraft checklists, and the ability to safely takeoff, land, and fly the aircraft. Receiver air refueling areas may be verbally evaluated.

2.4.2. Aircraft Commander (AC) (Airland-Qualified). From the left seat (either seat for instructor or evaluator) evaluate applicable MISSION Areas 29 through 34. The evaluation profile will include ground operations, visual low level, threat avoidance procedures, A/R procedures, and a tactical approach to a full flap landing on an Assault Landing Zone (ALZ).

2.4.2.1. ALZ Size Requirements. The maximum size of the runway for the ALZ operations during the evaluation will be 5000' by 100', and marked IAW AFI 13-217. At night, evaluations are authorized to a lighted landing zone no larger than 5000' by 100', and a touchdown zone no longer than 500'.

2.4.3. Copilot (Airdrop-Qualified). From the right seat, evaluate MISSION Areas 29 through 36. Evaluate the copilot's ability to perform aircraft preflight items, operate aircraft systems and complete aircraft checklists during en route, low-level and airdrop segments. Evaluate the copilot's knowledge of airdrop procedures and ability to fly in either a visual or SKE formation wing position. Evaluation should consist of SKE and visual formation in both the lead and wing position. Formation air refueling and receiver air refueling areas may be verbally evaluated. Annotate on the AF IMT 8 under flight phase "MSN (AD)".

2.4.4. Aircraft Commander (Airdrop-Qualified). From the left seat (either seat for instructor or evaluator) evaluate applicable MISSION Areas 29 through 36. The profile will include ground

operations, formation procedures (departure, en route, low-level, threat avoidance, air refueling, and recovery), SKE and visual airdrop procedures. Annotate on the AF IMT 8 under flight phase "MSN (AD)".

2.5.1. DELETED.

2.5.1.1. DELETED.

2.5.1.2. DELETED.

2.5.2.1. When evaluating a pilot for SOLL II qualification, annotate on the AF IMT 8 under flight phase "MSN (SOLL-II RS)", "MSN (SOLL-II JS)", or "MSN (SOLL-II LS)" as appropriate. Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION/ INSTRUMENT evaluation expiration date).

2.5.3.2. When evaluating a pilot for PNAF qualification, annotate on the AF IMT 8 under flight phase "MSN (PNAF Courier)" or "MSN (PNAF AC)" as appropriate. Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION/ INSTRUMENT evaluation expiration date).

2.12. Instrument. Normally complete the following requirements in the WST. Use the following criteria as general tolerances for airspeed, level-off altitude, and heading/course with all engines operating:

Area 24, Precision Approach. At least one precision approach will be accomplished from the following subareas: 24A, PAR; 24B, ILS; 24C, Cat II ILS, and 24D, Microwave Landing System (MLS). The Cat II ILS is the only mandatory precision approach. Use the following criteria as general tolerances for airspeed, altitude, heading, glide slope, and azimuth:

Q Airspeed: +10/-5 KIAS

Altitude: Initiated missed approach at decision height +50/-0 feet

Heading: +/-5 degrees of controller's instructions (PAR)

Glide Slope: Within one dot (ILS/MLS)

Azimuth: Within one dot (ILS/MLS)

Q- *Exceeds Q criteria but does not exceed:*

Airspeed: +15/-5

Altitude: Initiated missed approach at decision height +100/-0 feet

Heading: +/-10 degrees of controller's instructions (PAR)

Glide Slope: Within one dot low, two dots high (ILS/MLS)

Azimuth: Within two dots (ILS/MLS)

U Exceeded Q- criteria.

NOTE 1: Airspeed tolerances are based on computed approach speed.

NOTE 2: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.

Area 25, Non Precision Approaches. Accomplish at least one non-precision approach from the following: NDB; Localizer/VOR; ASR, TACAN. Use the description and criteria below as general tolerances for airspeed, altitude at MDA, heading, course, timing, and distance with all engines operating.

Q Approach was IAW published procedures. Used appropriate descent rate to arrive at MDA at or before VDP. Position would have permitted a safe landing. Smooth and timely response to controller's instructions (ASR).

Airspeed: +10/-5 KIAS

MDA: +100/-0 feet

Course: +/-5 degrees at MAP (NDB, VOR, TACAN), less than one dot deflection (LOC, GPS)

Timing: Computed/adjusted timing to determine MAP within 20 seconds (when required).

Distance: Determined MAP within +/-0.5 Miles

Q- Performed approach with minor deviations. Arrived at MDA at or before the MAP, slightly passed the VDP, but in a position that would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR). Exceeded Q criteria but does not exceed:

Airspeed: +15/-5

MDA: +150/-50 feet

Course: +/-10 degrees at MAP (NDB, VOR, TACAN), **from one dot deflection to less than two dots deflection**(LOC, GPS)

Timing: Computed/adjusted timing to determine MAP within 30 seconds (when required)

Distance: Determined MAP within +1/-0.5 Miles

U Approach not IAW published procedures. Maintained steady-state flight below the MDA. Position would not have permitted a safe landing. Failed to compute or adjust timing to determine MAP (when required). Exceeded Q- criteria.

NOTE 1: Airspeed tolerances are based on computed approach speed.

NOTE 2: Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.

2.14. Mission.

Subarea 31E, Tactical Approach. Tactical approach to an assault landing will be accomplished by ACs. (PNF Duties-CP). Tactical approach to a normal runway will be accomplished by FPs. Accomplish in Aircraft only.

Q Followed procedures as briefed. Smooth, positive control throughout the recovery. Aircraft in position to intercept glide path to assault landing zone. Constantly cleared area of intended flight.

Q- Performed recovery with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glide path to assault landing zone.

U Recovery not performed IAW flight manual, directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach requiring a go-around or potentially unsafe maneuvering to intercept final. Did not clear area of intended flight.

Subarea 31F, Mission Computer Approach. Not required to be observed. (PNF Duties-FP/CP)

Q Accurately programmed the mission computer with all required data. Demonstrated thorough knowledge of all mission computer approach procedures.

Q- Able to safely program the mission computer approach, but uncertain of some flight manual information/procedures regarding MC approaches.

U Unable to completely and accurately program the mission computer for an MC approach. Displayed little or no knowledge of flight manual procedures/information regarding MC approaches.

Subarea 31G, Full Flap VFR Approach. Full flap VFR approach and landing will be accomplished during all initial and recurring FP mission evaluations. Accomplish in aircraft. May be combined with 31A, *VFR Pattern.*

Q Followed procedures as briefed. Smooth, positive control throughout the approach. Aircraft in position to intercept glide path to briefed touchdown zone. Constantly cleared area of intended flight.

Q- Performed approach with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glide path to briefed touchdown zone.

U Approach not performed IAW flight manual, directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach requiring a go-around or potentially unsafe maneuvering to intercept final. Did not clear area of intended flight.

Subarea 31H, NVG Approach. Not required to be observed. If at night, an NVG approach and landing or NVG Assault landing should be accomplished.

Q Followed procedures as briefed. Smooth, positive control throughout the approach. Aircraft in position to intercept glide path to briefed touchdown zone. Constantly cleared area of intended flight.

Q- Performed approach with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glide path to briefed touchdown zone.

U Approach not performed IAW directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach requiring a go-around or potentially unsafe maneuvering to intercept final. Did not clear area of intended flight.

Subarea 31I, NVG Assault Landing Zone (PNF Duties-FP/CP). Not required to be observed. If at night, an NVG approach and landing or NVG Assault landing should be accomplished. If accomplished, this meets the requirement for Subarea **31D**, Steep Approach to an ALZ. Accomplish in Aircraft only.

Q Maintained smooth approach path. Maintained constant control of flight path vector or made positive corrections. Touched down on centerline within the landing zone, within published rate of sink limitations. Maintained runway centerline during roll-out. Airspeed +/-5 knots

Q- Minor deviations to published procedures. Aircraft touched down within the landing zone but flight path vector wandered or corrections were not smooth or timely. Touchdown was off centerline, but not more than 15-feet from centerline. Airspeed +10/-5 knots

U Touchdown short of the landing zone or landed beyond the landing zone more than once. Touchdown beyond the landing zone and did not execute a go-around. Exceeded published maximum sink rate limitations. Touched down off centerline by more than 15-feet. Exceeded Q-criteria.

Subarea 32D, Threat Avoidance Procedures. Threat avoidance procedures will be accomplished.

Q Properly built tactical avoidance zones (TAZ) based on threat brief given by evaluator or intelligence personnel during mission planning/pre-brief. Properly responded to pop-up threats given by evaluator/command and control during the flight. Performed/demonstrated the appropriate AFTTP 3-1 threat response procedures for the identified threat.

Q- Able to program TAZ with minimal help from other pilots. Slow to respond to pop-up threats. Slow to apply the correct AFTTP 3-1 maneuver for the identified threat.

U Unable to program TAZ in the Mission Computer without extensive IP/EP intervention. Did not respond appropriately to pop-up threats, or applied incorrect AFTTP 3-1 maneuver that would have jeopardized the survivability of the aircraft. Flew through a known tactical avoidance zone (Exception: During a training mission, it is acceptable to fly through a TAZ built on the pre-briefed threat scenario if deviating for weather, or an ATC vector).

Area 39 Special Operations Low Level (SOLL II).

Subarea 39A, NVG Takeoff and Rejoin.

Q Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW published directives. Accomplished rejoin to correct formation position with only momentary deviations.

Q- Minor deviations from published procedures without affecting safety of flight. Control was rough or erratic. Hesitant in application of procedures/corrections. Formation position varied considerably. Slow to correct position.

U Takeoff was potentially dangerous. Exceeded aircraft systems/limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Did not maintain safe separation. Exceeded Q- criteria.

Subarea 39B, NVG Approach and Landing.

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

Airspeed: +5/-5 KCAS

Touchdown zone: Landed in marked zone. Amp 4 – Landed prior to go around timing called by JS.

Centerline: +/- 15 feet left or right

Q- Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab. Exceeded Q criteria but not the following:

Airspeed: +10/-5 KCAS

Touchdown zone: Landed slightly outside of marked zone. Amp 4 – Landed after go around timing expired

Centerline: +/- 25 feet left or right

U Not performed as published/directed. Exceeded Q- criteria.

Subarea 39C, Low Level/ Time Control

Q Maintained positive awareness of aircraft position throughout flight. Complied with all altitude restrictions. Adhered to all airspace restrictions. Met all enroute points and performed TOA or TOT maneuvers within specified TCS (30 second) tolerances.

Q- Uncertain of exact aircraft position due to marginal mission computer flight plan knowledge or pilot navigation. Met all enroute points and performed TOA or TOT maneuvers slightly outside of specified TCS (30 second) tolerances.

U Unable to maintain position awareness throughout most of route. Performed maneuvers grossly outside of 30 second tolerances or multiple smaller occurrences slightly outside of TCS spacing. Exceeded Q- criteria.

Subarea 39D, Hi – Lo Profile.

Q Performed as published/directed in accordance with flight manual and published instructions and directives. Demonstrated excellent vertical velocity schedule/airspeed control.

Airspeed: +/- 10 KCAS

VVI: +/- 200 ft/min of planned schedule

Q- Minor deviations from profile procedures that did not affect mission accomplishment or compromise safety.

Airspeed: +/- 15 KCAS

VVI: +/- 500 ft/min of planned schedule

U Failed to analyze deviations or take proper corrective actions. Not performed as published/directed. Exceeded Q- criteria.

Subarea 39E, Jump Pilot Drop.

Q Performed as published/directed in accordance with published directives. Demonstrated excellent guidance to LS pilot to successfully complete the drop. Release point within 300 yds/4 seconds of computed carp.

Q- Minor deviations from procedures that did not affect mission accomplishment or compromise safety. Release point within 600 yds/8 seconds of computed carp.

U Failed to analyze deviations or properly guide LS pilot to proper release point. Major deviations or misapplication of procedures. Exceeded Q- criteria.

Subarea 39F, PDA/No Logic Drop.

Q Performed as published/directed in accordance with published directives. For PDA, pilot successfully airdropped within 300 yds/4 seconds of computed carp.

Q- Minor deviations from procedures that did not affect mission accomplishment or compromise safety. For PDA, release point within 600 yds/8 seconds of computed carp.

U Deviations from procedures were such to compromise safety. For PDA, pilot failed to analyze deviations or properly guide aircraft to proper release point. Major deviations or misapplication of procedures. Exceeded Q- criteria.

Subarea 39G, Formation SOLL II Personnel Drop.

Q Maintained formation position through slowdown. Flew to appropriate CARP while maintaining correct separation with respect to other aircraft. Both aircraft reached their release point within the allowable longitudinal position for crosswinds. Maintained correct alignment for duration of drop zone.

Q- Minor deviations from procedures that did not affect mission accomplishment or compromise safety. Both aircraft arrived at release point just outside of allowable longitudinal position.

U- Deviations from procedures were such to compromise safety. Failed to arrive at correct CARP or the #2 aircraft crossed release point far outside of longitudinal position. Exceeded Q- criteria.

3.2.2.2. If both airland and airdrop periodic evaluations are successfully completed on the same flight, use a single line entry under flight phase indicating "QUAL/MSN (AD)" and date. Use separate line entries if more than one flight is necessary to complete the evaluation.

3.3.1. Airdrop. All initial, periodic and re-qualification evaluations will include all areas under GENERAL and AIRDROP. Airdrop qualification requires unit commander approval. Annotate on the AF IMT 8 under flight phase "MSN (AD)".

3.3.1.1. Initial. Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.3.2.2. When evaluating a loadmaster for SOLL II qualification, annotate on the AF IMT 8 under flight phase "MSN (SOLL-II)". Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.3.3.2. When evaluating a loadmaster for PNAF qualification, annotate on the AF IMT 8 under flight phase "MSN (PNAF)". Add an expiration date for reference only (C-17 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.11 SOLL II.

Area 29, Special Operations.

Subarea 29A. Knowledge of SO Procedures/SOPs.

Q Demonstrated/explained a thorough knowledge of SO procedures and SOPs.

Q- Marginal knowledge of SO procedures and SOPs. Slow to analyze problems or apply proper corrective action. Would not have impacted mission effectiveness.

U Unsatisfactory knowledge of SO procedures and SOPs. Unable to analyze problems or apply proper corrective action. Could have impacted mission effectiveness.

Area 29B. Briefings.

Q All required briefings accomplished IAW the briefing guides. Adequate information relayed to safely conduct operations.

Q- All required briefings accomplished IAW the briefing guides. Some pertinent information was missing from the briefings, but did not result in unsafe operations.

U Required briefings not accomplished or lacked pertinent information, which resulted in unsafe operations.

Subarea 29C. NVG Operations.

Q Operated within prescribed limits and correctly diagnosed problems. Effectively used NVGs.

Q- Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use NVGs.

U Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use NVGs effectively

Subarea 29D. Aircraft Preparations.

Q Accomplished all aircraft preparations and ensured the aircraft was properly configured to accommodate oncoming load.

Q- Accomplished aircraft preparations with minor deviations or omissions which would not impair mission effectiveness. Difficulty in preparing the aircraft, but did not impede loading of aircraft.

U Failed to complete aircraft preparation or accomplished with deviations or omissions which would impair mission effectiveness. Failed to ensure proper aircraft configuration or caused loading delays.

Subarea 29E. On/Off Loading Procedures.

Q Correctly on/off loaded cargo using special operations procedures in a safe and timely manner.

Q- Difficulty on/off loading cargo using special operations procedures.

U Failed to correctly or safely on/off load cargo using special operations procedures. Loading procedures caused undue delay.

Subarea 29F. Special Equipment.

Q Demonstrated/explained a thorough knowledge of special equipment operations/limitations.

Q- Marginal knowledge of special equipment operations and limitations in some areas. Slow to analyze problems or apply proper corrective action. Would not have impacted mission effectiveness.

U Unsatisfactory knowledge of special equipment operations/limitations. Unable to analyze problems or apply proper corrective action. Could have impacted mission effectiveness.

Subarea 29G. Emergency Procedures.

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

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

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

Figure A2.1. C-17 Pilot Flight Evaluation Worksheet.

AREA/SUBAREAS	Q	Q	U	T	REMARKS
MISSION (continued)					
37B. Enroute Procedures					
37C. Descent/Arrival					
37D. Landing					
37E. Post Flight/RON Procedures					
37F. Authentication/Aircraft Security					
38. PNAF					
39. SOLL II					
UNIT					

TREND ANALYSIS GUIDANCE *(Note: T column is for Trend Information)*
Grade each area using the following guidelines:

A = Q awarded and the evaluator makes a positive comment during the post mission critique.
B = Q awarded and no other comment is warranted.
C = Q or Q- awarded and the evaluator makes negative comment during the post mission critique.
D = U action taken.

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C-17 PILOT FLIGHT EVALUATION

		DATE COMPLETED
NAME *(Last, First, MI)*	GRADE	SSN
ORGANIZATION/LOCATION	ACFT/CREW POS	ELIGIBILITY PERIOD

QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE

QUALIFICATION LEVEL			ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	RESTRICTION *(Explain in Comments)*	DUE DATE
		YES ☐	DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION		NO ☐	

COMMENTS

CERTIFICATION

PRINT NAME AND GRADE	ORGANIZATION
1. FLIGHT EXAMINER	
2. REVIEWING OFFICER	
3. FINAL APPROVING OFFICER	

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REPLACES AF FORM 3862, SEP 98 AND (AMC) MC FORMS 50, 51, 52, 53, AND 54, JAN 96 WHICH ARE OBSOLETE.

Figure A2.1. Continued.

AREA/SUBAREAS	Q	Q	U	T	REMARKS
GENERAL					
1. Directives and Publications					
2. Mission Prep/Planning/Performance					
3. Use of Checklists					
4. Safety Consciousness		N			
5. Judgement/Compliance		N			
6. Crew Coordination/CRM					
7. Communication Procedures					
8. Life Support Systems/Egress					
9. Knowledge/Completion of Forms					
10. Airmanship/Situational Awareness					
QUALIFICATION					
11. Takeoff					
12. Engine Out Operations (NA for CP)					
13. Landings					
13A. 3/4 Flap					
13B. Abnormal Configurations					
13C. Engine Out					
13D. Touch and Go					
13E. Right Seat					
13F. Landing Roll/Braking/Reverse					
14. All Engine Go-Around					
15. Engine Out Go-Around					
16. Boldface Emergency Procedures		N			
17. Other Emergency Procedures					
18. Systems Ops/Knowledge/Limitations					
INSTRUMENT					
19. Instrument Departure/SID					
20. Enroute Navigation					
21. Holding					
22. Use of NAVAIDs					
23. Descent/Arrival					
24. Precision Approaches					
24A. PAR					
24B. ILS					
24C. Cat II ILS					
24D. Microwave Landing System (MLS)					
25. Non-Precision Approaches					
26. Circling Approach					
27. Missed Approach					
INSTRUCTOR					
28. Instructor Ability		N			
28A. Demonstration of Maneuvers		N			
28B. Student Briefing/Critique		N			

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AREA/SUBAREAS	Q	Q	U	T	REMARKS
MISSION					
29. Aircraft Preflight Inspection					
30. Radar Ops/Wx					
31. Approaches					
31A. VFR Pattern					
31B. All Engine Go-Around (GA)					
31C. Normal Landing					
31D. Steep Approach to an ALZ					
31E. Tactical Approach					
31F. Mission Computer Approach					
31G. Full Flap VFR Approach (FP)					
31H. NVG Approach (PNF-FP/CP)					
31I. NVG Assault (PNF-FP/CP)					
32. Low Level Procedures					
32A. Combat Entry/Exit Checklist Procd					
32B. Low Level Nav/Timing Control					
32C. Low Level Flying					
32D. Threat Avoidance Procedures					
33. Ground Operations					
33A. Normal Taxi					
33B. Star Turn/Reverse Taxi					
33C. Operational Stop Procedures					
33D. ERO/Combat Offload					
34. Receiver Air Refueling					
34A. Rendezvous					
34B. Closure					
34C. Air Refueling Position/Control					
34D. Overrun Procedures					
34E. Emergency Procedures					
34F. Right Seat Air Refueling					
35. Formation Air Refueling					
36. Airdrop					
36A. Formation/Crew Briefing					
36B. Lead					
36C. Wingman					
36D. Knowledge of Airdrop Procedures					
36E. Visual Procedures					
36F. SKE Procedures					
36G. Formation Low Level Procedures					
36H. Airdrop Checklists					
36I. Visual Run-in/Drop/Escape					
36J. Visual Formation Recovery					
36K. Formation Landing					
37. Enroute					
37A. Aircraft Commander Responsibility					

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