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C-5 AIRCREW EVALUATION CRITERIA

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*. It establishes evaluation criteria for the operation of C-5 aircraft to safely and successfully accomplish their worldwide mobility missions. This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and the appropriate MAJCOM supplement. This instruction applies to Air Forces Reserve Command (AFRC) units and Air National Guard (ANG) units. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command.

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(DOVERAFB) Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, Recommendation for Change of Publication; route AF Form 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This revision reflects updated AF Publications/Forms Program formatting guidance, updates C-5M qualification, updates multiple C-5 certification and qualification, updates Senior Officer requirements, clarifies all engine go-around, adds Chapter 7: Prescribed and Adopted Forms, corrects the Glossary of References and Supporting Information (Attachment 1), Re-sequences Pilot AF IMT 3862 areas (Attachment 2), includes generalized reference to flight manual to accommodate the C-5M aircraft, changes evaluation criteria on the Flight Engineer AF IMT 3862 (Attachment 3), and clarifies Loadmaster grading criteria.

(DOVERAFB) Major changes to this publication: incorporates 436 FTU guidance, removes the requirement for testing within the first two months of checkride eligibility, adds 512 OG requirement to complete all testing prior to taking an initial evaluation, removes verbiage found in parent regulations, renames simulator evaluations from Mission Validation Evaluation to

“Simulator Evaluation Guidelines”, removes the requirement to shut down an engine during engine out scenarios while conducting simulator evaluations, removes restriction requiring all landings to be full stops during simulator evaluations and gives option for touch and go with IP/EP in the seat, removes DNIF restrictions for simulator evaluations, renames Flight Engineer evaluation from Initial Qualification Evaluations to Initial Mission Qualification Evaluation, removes Flight Engineer Initial Qualification Instructor Evaluation guidelines.

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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 according to 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 shall use this AFI and the Master Task List/Evaluation Standards Document (MTL/ESD) when conducting aircrew evaluations. Instructors shall use this AFI and the MTL/ESD when preparing aircrews for qualification.

1.2. Applicability. This AFI is applicable to all individuals operating C-5 aircraft. Copies should be available to all aircrew members.

1.3. Key Words and Definitions.

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

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

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

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

1.4. Deviations and Waivers.

1.4.1. Unless otherwise specified, AF/A3O-A is the waiver authority for this instruction. **EXCEPTIONS:** MAJCOM/A3 is the waiver authority for individual aircrew requirements, but may not approve blanket or group (two or more aircrew) waivers.

1.4.2. Request waivers through applicable channels to MAJCOM/A3,(or equivalent). As applicable, MAJCOM/A3s will forward requests to AF/A3O-A, with an info copy to AF/A3O-AI.

1.4.3. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.5. Supplements and Local Procedures. This AFI is a basic directive. Each user MAJCOM may supplement this AFI according to AFD 11-2, *Aircraft Rules and Procedures*. Limit supplements information to unique requirements only. MAJCOMs may specify unique evaluation items in their appropriate supplement (units use Chapter 6). 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, *Air Force Publication/Form Action Request*, to lead command (AMC/A3) for review. AMC/A3 will provide a recommendation and forward to AF/A3O-AI for approval (according to AFD 11-2). Use the following address: AMC/A3VX, 402 Scott Dr., Unit 3A1, Scott AFB IL 62225-5302. When supplements are published, send a final copy to AMC/A3VX).

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 6 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. Order this AFI through the servicing Publications Distribution Office (PDO). Unit commanders should 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 channels to HQ AMC/A3VX, 402 Scott Drive Unit 3A1, Scott AFB IL 62225-5302 according to AFI 11-215, *Flight Manual Procedures*, and MAJCOM Supplement.

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

1.9. Evaluation Requirements. Accomplish evaluations concurrently whenever practical. Crew resource management (CRM) skills will be evaluated on all evaluations. C-5 aircrew members will complete the following evaluations at 17-month frequency IAW AFI 11-202V2 and the appropriate MAJCOM supplement:

1.9.1. Instrument (INSTM) Evaluation. All C-5 pilots will successfully complete a periodic instrument evaluation 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) or flight evaluation.

1.9.2. Qualification (QUAL) Evaluation. All C-5 crew members will successfully complete a periodic qualification evaluation including the requisite open-book, closed-book, and boldface written examinations, emergency procedures evaluation (EPE), and ATD/flight evaluation.

1.9.2.1. The C-5 weapon systems trainer (WST) may be used in conjunction with all qualification/ mission, instrument, and emergency procedures evaluations. Perform evaluations in an approved simulator with an Air Force flight examiner (not a contractor). Evaluations will consist of all areas that can be realistically accomplished and are ATD creditable per AFI 11-2C-5V1, *C-5 Aircrew Training*. *NOTE:* Air refueling contacts will be evaluated in the airplane.

1.9.3. Mission (MSN) Evaluation. All C-5 crewmembers will complete a mission evaluation. Crew members complete all tasks required in the performance of normal operations and training sorties during a combined QUAL/MSN evaluation. Additional mission evaluations may be required for en route, air refueling (AR), air refueling instructor pilot (ARIP) and night vision goggle (NVG). See specific aircrew chapters for additional mission evaluation

requirements. Additional mission evaluations should be as realistic as possible with a minimum of simulated events.

1.9.4. Instructor (INSTR) Evaluation. To initially qualify as an instructor in the C-5, aircrew members will successfully complete the appropriate initial instructor course and evaluation (see AFI 11-2C-5V1 for course requirements). Crew members will not normally receive their initial instructor evaluation in conjunction with the periodic INSTM/QUAL/MSN evaluations; however, subsequent evaluations may be combined, and instructors will be evaluated on their ability to instruct during all periodic evaluations. Crew members may realign their initial instructor evaluation with the periodic INSTM/ QUAL/MSN evaluation; see specific aircrew chapter for requirements.

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

1.9.6. Requalification (RQ). Use the prefix RQ when the evaluation is remedy for loss of qualification.

1.9.7. Emergency Procedures Evaluations (EPE). See AFI 11-202V2 and the following: Evaluate an aircrew member's knowledge of emergency procedures and systems knowledge for all initial, re-qualification and periodic qualification evaluations. The EPE will include areas commensurate with the examinee's crew qualification. See below and specific aircrew chapters of this AFI for additional EPE requirements.

1.9.7.1. Unit will develop and periodically maintain a list of EPE program requirements (topics, special interest, etc.) in Chapter 6. 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.

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

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

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

1.9.8.1. Identify unique mission type evaluation descriptions in parenthesis (e.g. MSN (AR), MSN (ARIP), MSN (NVG)). Use the same annotation on the AF Form 942, *Record of Evaluation*.

1.9.8.2. Difference Evaluations. The phrase "difference" is used to describe the evaluation of one or more areas to meet qualification requirements. Normally, a

difference evaluation will include areas that are different between aircraft models, systems, or operations not previously qualified to operate. A difference evaluation does not have expiration date established because the evaluation does not satisfy the requirements for the “full” periodic evaluation. Specific aspects of difference evaluations are more fully explained in the following sections of this instruction describing individual aircrew member qualification requirements.

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

1.10. Grading Policies.

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

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

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

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

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

1.10.4. When the evaluation occurs in an airplane and it is not possible to complete the evaluation of a required area, the area may be evaluated in an ATD or verbally evaluated. Flight examiners will make every effort to evaluate all required areas in the airplane before resorting to this provision. See the appropriate chapter for areas prohibited from verbal/ ATD evaluation.

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

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

1.10.5.2. Flight examiners will use the grading criteria in this instruction and the MTL/ESD to assist in determining proper grades, not to replace flight examiner judgement.

1.11. Grading System. *NOTE:* This paragraph for reference only and duplicates information in AFI 11-202V2 to allow 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 lower 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 Q-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 was 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. An area grade of “U” awarded in a critical 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, Certificate of Aircrew Qualification.

1.11.2. Area/Subarea Grades. Areas 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. Critical Areas. Critical areas require adequate accomplishment by the aircrew member in order to successfully achieve the mission objectives. If an aircrew member receives an unqualified grade in any critical area, the overall grade for the evaluation will also be unqualified. Critical areas are identified by "(Critical)" in the areas' title and shading of Q- block on the AF Form 3862, Air-crew Evaluation Worksheet (see examples at Attachment 2, Attachment 3, and Attachment 4).

1.12. Unsatisfactory Performance. *NOTE:* This paragraph for reference only and duplicates information in AFI 11-202V2, allowing the evaluator a single-source instruction for critical phases of 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/subarea 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.

1.13. Conduct of Evaluations.

1.13.1. Flight examiners will pre-brief the examinee on the conduct, purpose and 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 should 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 that will best enable the flight examiner to observe the examinee's performance. If occupying a primary crew position, the evaluator will perform all duties required of that position (e.g., mandatory advisory calls, etc.).

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

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

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

1.13.3.3. In the event of unsatisfactory performance, the flight examiner will 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 (e.g., thunderstorm avoidance, crosswind landings, etc.) exist. This option requires the utmost flight examiner discretion and judicious application. When used, the examinee must be informed of when the additional training begins and ends.

1.13.3.4. When evaluations are less than Q-1 performance, the flight examiner will debrief the examinee and examinee's commander or supervisor. Notify the operations officer, flight commander/chief and examinee's supervisor as soon as possible

1.13.4. The ATD may be used to accomplish additional training and rechecks. Areas for additional training and rechecks should be limited to those areas that can be realistically accomplished in the ATD.

1.13.5. The flight examiner who administered the original evaluation should not normally administer the recheck.

1.14. Use of the AF Form 3862 *Flight Evaluation Worksheet*. Units (normally OGV) will overprint the Flight Evaluation Worksheet using the examples in Attachment 2, Attachment 3, or Attachment 4. 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. Use the worksheet in flight to ensure all required areas are evaluated. Record positive and negative trend information and aircrew member performance. The examiner completing the evaluation will sign and date the worksheet. File the worksheet or the signed and dated 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. Remove the temporary evaluation record when the permanent AF Form 8 is filed in the FEF.

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

1.15.1. Formal training unit end-of-course (EOC) examinations may be credited toward written examination requirements provided they are administered as part of a formal syllabus and a passing score of 85 percent is attained. Individuals who do not receive a passing score of 85 percent will be required to complete the unit's open and closed book examinations.

1.15.2. Open Book Exam (Open Book). Conduct an open book exam consisting of 60 to 100 questions. A portion of the open book exam will include questions pertaining to each mission qualification and or certification held by the examinee (e.g., instructor, AR, NVG, AMP, and Tactics). See crew member chapters for additional testing requirement (if specified).

1.15.3. Closed Book Exam (Closed Book). The closed book examination should be administered before the initial (see EOC examination above) flight evaluation and subsequently with periodic flight evaluations. The closed book exam will consist of a minimum of 20 questions derived from the Master Question File (MQF). Complete a boldface exam in conjunction with the closed book exam, if applicable. See crew member chapters for additional testing requirements (if specified). HQ AMC/ A3VX will manage the C-5 MQF.

1.15.4. Instructor Open Book Exam (INIT INSTR Open Book). Complete EOC instructor examination, or if not available, conduct an INIT INSTR open book examination. The exam will be a minimum 20 questions derived from AFMAN 36-2236, *Guidebook for Air Force Instructors*, AFI 11-2C-5V1, AFI 11-2C-5V3, this AFI, and other applicable sources. The questions will be specific to instructor duties and scenario-based.

1.15.4.1. Subsequent (Periodic) Instructor Examinations. Include scenario-based instructor questions in the open book examination.

1.15.5. Instrument Exam (Pilots only). See AFI 11-202V2 instrument requirements. Document the exam completion on AF Form 8 as INSTRUMENT, date completed, and the appropriate score.

1.16. Equivalent C-5 Model Aircraft. The C-5A/B and C-5A (SCM) models are considered equivalent MDS's for the purpose of aircrew member qualification. Crew members operating Avionics Modernization Program (AMP) modified aircraft require a separate certification IAW AFI 11-2C-5V1. The C-5M modified aircraft requires a separate qualification evaluation profile (exception loadmasters see paragraph 1.16.3).

1.16.1. Multiple C-5 Model Certification. Accomplish differences/certification training IAW AFI 11-2C-5V1, C-5 Aircrew Training. A periodic evaluation may be accomplished in any C-5 aircraft model in which the individual is certified.

1.16.1.1. Loadmasters. Loadmasters assigned to units equipped with C-5A/B, C-5A (SCM), and/or C-5M modified aircraft will receive differences training IAW AFI 11-2C-5V1, C-5 Aircrew Training, and will be certified to operate those aircraft. Loadmasters may retain all prior model certifications regardless of current unit equipped aircraft.

1.16.2. Multiple C-5 Qualification. The C-5M is a different MDS than C-5A/B and C-5A (SCM) for pilot and flight engineer qualification. Initial and periodic evaluations must be accomplished in both model aircraft.

1.17. Typical C-5 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 en route, NVG, AMP, and Tactics mission profile requirements.

1.18. Senior Officer Requirements. Senior Officers meeting the criteria outlined in AFI 11-202V1, may complete a C-5 Senior Officer qualification evaluation. Requisites include open and closed book examinations, instrument examination, Boldface, and EPE. The evaluation shall be accomplished from the left seat. Evaluate appropriate areas in GENERAL, QUALIFICATION, and INSTRUMENT. The evaluation should consist 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. Annotate the AF Form 8 as a QUAL/INSTM evaluation with an expiration date, crew position “FP”, and include a restriction in the comment section, “fly only under the direct supervision of a qualified C-5 Instructor Pilot.” See AFI 11-202V1, Senior Officer Qualification and Performance Requirement, for additional information.

Chapter 2

PILOT EVALUATIONS

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

2.2. Instrument Evaluations. Normally conduct C-5 instrument evaluations in conjunction with qualification evaluations.

2.3. Qualification/Mission Evaluations (Initial, Periodic and Requalification). Include all areas under GENERAL, QUALIFICATION/MISSION, INSTRUMENT, and TACTICS, and appropriate written examinations.

2.3.1. Evaluator Notes:

2.3.1.1. Graduates of the C-5 Initial Qualification Aircraft Commander and Mobility Pilot Development Courses will be evaluated on all maneuvers to include simulated engine-out, no flap landings, and Cat II ILS approaches.

2.3.1.2. Item 16, "Landing Roll / Braking / Reverse Thrust" must be evaluated during a full stop landing.

2.3.1.3. PAR may be evaluated in the ATD or verbally if not available in flight.

2.3.1.4. Aircraft commanders and pilots accomplish Cat II ILS approaches and landings from the left seat. *EXCEPTION:* Instructors and examiners may be evaluated from the right seat. Initial instrument/ qualification evaluations require demonstration of a missed approach and a landing. Subsequent evaluations require one approach to either a missed approach or landing.

2.3.1.5. Two non-precision approaches should be evaluated; one is flown as a straight-in, the other as a circling approach. Only one non-precision approach (circling) is required if tactical approaches are evaluated.

2.3.1.6. Evaluate pilots on at least one instrument approach and landing in both left and right seats. *EXCEPTION:* Instructor and examiners need only be evaluated from one seat.

2.3.1.7. Evaluate either a rectangular or overhead VFR pattern. Not required if tactical maneuvers are evaluated.

2.3.1.8. Tactically certified pilots will be evaluated in all areas under TACTICS during all QUAL evaluations. Evaluate both a high and low approach. If weather conditions preclude the high approach, a second low approach will be substituted or the high approach will be evaluated in the WST.

2.3.1.9. Tactical (Combat) Mission Planning and general knowledge will be evaluated during testing. However both AFTTP 3-1 and 3-3 knowledge will also be sampled during the flight evaluation. It is recommended that basic Air Force Mission Support System (AFMSS)/Personal Flight Planning System (PFPS) procedures be sampled.

2.3.1.10. Maneuvers not accomplished in the aircraft due to weather, maintenance, etc. may be completed in the WST. See paragraph 1.9.2.1.

2.3.1.11. An all Engine Go-Around (Area 17) is not required when an Engine Out Go-Around (Area 19) is accomplished.

2.4. Additional Mission Evaluations.

2.4.1. Air Refueling (AR). All initial, periodic and re-qualification evaluations will include all areas under GENERAL and AIR REFUELING. AR may also be evaluated in conjunction with a QUALIFICATION/MISSION/INSTRUMENT evaluation.

2.4.1.1. If evaluating a pilot for only A/R qualification, annotate AF Form 8 as a MSN (AR) evaluation.

2.4.1.2. Rendezvous or closure from a minimum of 1 NM is required. Pilots will demonstrate sustained contacts with tanker autopilot on and off and a practice emergency separation. Evaluate pilots in left seat. Evaluate instructors in either seat. Manual boom latching and overrun procedures may be evaluated verbally.

2.4.2. AMP. Pilots completing the AMP differences training course will accomplish a flight evaluation in either the WST or airplane including the areas under GENERAL and QUALIFICATION/MISSION. Annotate the evaluation as "SPOT" on the AF Form 8 and include the following statement in the remarks section, "This flight evaluation was conducted in conjunction with C-5 AMP certification." Pilots that complete all requisites may elect to reset their QUAL/INST/MSN clock by completing all areas under GENERAL, QUALIFICATION/MISSION, INSTRUMENT, TACTICS, and appropriate written examinations.

2.4.3. . Operational Mission Evaluation (OME). All pilots not previously certified to operate the C-5 in command will receive a one time OME prior to aircraft commander certification. The evaluation profile is at the discretion of the OG/CC.

2.4.3.1. . The suggested profile is at least two mission legs, takeoff, arrival, landing, tactical maneuvers (if applicable) and a crew rest. One leg should be flown over a Category I route with different departure and arrival locations.

2.4.3.2. Annotate AF Form 8 as a SPOT evaluation and enter "This operational mission evaluation was conducted in conjunction with aircraft commander certification" in the remarks section.

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

2.5.1. Include (as a minimum) all areas under GENERAL, QUALIFICATION/MISSION (see paragraph 2.3.1.), AIR REFUELING (for A/R IP evaluations only), and INSTRUCTOR.

2.5.1.1. Pilots who desire to realign the INSTM/QUAL/MSN evaluation expiration date during the initial (or requalification) instructor evaluation must also demonstrate all required areas/subareas in "INSTRUMENT" and written examinations.

2.5.1.1.1. Pilots receiving an Initial or Requal Instructor Evaluation in the aircraft are not required to be evaluated on Engine Out Operations, to include Engine Out Go Arouns and Approaches.

2.5.1.1.2. Initial instructor AR evaluations will include a boom limits demonstration from the right seat. Annotate the AF Form 8 with "INIT MSN (ARIP)" and add the following comment, "This evaluation fulfills the requirements of the MSN (AR) evaluation." Subsequent recurring MSN evaluations for air refueling instructor pilots will be annotated as "MSN (AR)" and will include all areas under AIR REFUELING and INSTRUCTOR. Additionally, the remarks section will contain comments on the specific areas of instruction, e.g. "Maj Smith provided excellent instruction throughout the rendezvous."

2.5.2. Periodic instructor evaluations will be administered in conjunction with qualification/instrument evaluations in accordance with paragraphs 2.2. and 2.3.

2.6. Emergency Procedures Evaluations (EPE). Pilots will accomplish the EPE in an ATD, during the preflight briefing, during the flight evaluation, or any combination of these.

2.7. Additional Information.

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

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

2.8. Pilot Grading Criteria.

2.9. 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 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 Form 4031, 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 HAVE QUICK, 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 (Critical).

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

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

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

2.10. Qualification/Mission. Area 11, Ground Operations/Taxi.

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

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

U Crew errors directly contributed to a late takeoff that degraded the mission. Failed to accurately determine readiness for flight. Failed to pre-/post-flight a critical component or could not conduct a satisfactory pre-/ post-flight inspection. Unsatisfactory Taxi procedure led to attempted incident or mission degradation.

Area 12, Takeoff.

Q Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff in accordance with 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. Attempted to exceed aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures.

Area 14, VFR Pattern.

Q Performed traffic pattern and turn to final/final approach in accordance with published procedures. Aircraft control was smooth and positive. Did not over/under-shoot the final approach. Constantly cleared area of intended flight.

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

U Did not perform traffic pattern and/or turn to final/final approach in accordance with published procedures. Displayed erratic aircraft control. Over-shot/under-shot final approach by a wide margin requiring a go-around or potentially unsafe maneuvering on final. Did not clear area of intended flight.

Area 15, Landings. (Includes subareas: 15A, Full Flap; 15B, Partial Flap; 15C, No Flap; 15D, Engine Out; 15E, Touch-and-Go; and 15F, Right Seat). *NOTE:* Specific items to evaluate include threshold altitude/airspeed, runway alignment, flare, touchdown, and landing in crab.

Q Performed landings as published/directed in accordance with flight manual.

Q- Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab.

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

Area 16, Landing Roll/Braking/Reverse Thrust.

Q Performed as published/directed in accordance with flight manual. Maintained centerline within 15-feet throughout landing roll. Braking action and reverse thrust actuation prompt and smooth.

Q- Performed with minor deviation to procedures as published/directed. Maintained centerline within 25-feet throughout landing roll. 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.

Area 17, All Engine Go-Around (GA). Not required if an 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. Attained 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 18, Engine Out Operations. *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 failed engine.

Q- Minor deviations in aircraft control occasionally caused 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 failed engine was potentially unsafe.

Area 19, Engine Out GA / Engine Failure Takeoff Continued.

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

Q- Made procedural errors, 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.

U Did not initiate go-around when appropriate or directed. Major deviations or misapplication of procedures could have led to an unsafe condition. Rudder and/or aileron inputs were incorrect. Exceeded Q- criteria.

Area 20, 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 21, 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 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 checklist and/or available aids effectively.

Area 22, 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 systems operations.

2.11. Instrument. *NOTE:* MTL/ESD tolerances define “Q- criteria” and the following:

Area 23, 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 apply course/heading corrections. Aircraft control was not consistently smooth and positive.

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

Area 24, En Route Navigation/FMS.

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

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 aircraft position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded Q- criteria.

Area 25, Holding.

Q Performed entry and holding in accordance with published procedures and directives.

Q- Performed entry and holding procedures with minor deviations.
U Holding was not in accordance with flight manual, directives, or published procedures.
Exceeded Q- criteria.

Area 26, Use of NAVAIDs.

Q Ensured 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 27, 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 deviations that did not compromise mission safety. Slow to accomplish required checks.
U Performed descent with major deviation(s). Did not accomplish required checks. Erratic corrections. Exceeded flight manual limitations.

Area 28, Precision Approaches.

Subarea 28A, PAR. If available, else verbally evaluate.

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

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

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

Subarea 28B, ILS. May be completed in conjunction with subarea 28C.

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

Subarea 28C, Cat II ILS. See additional requirements in AFI 11-2C-5V3, *Operations Procedures*, Chapter 6 and the following:

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

Area 29, Non-precision Approaches. See paragraph 2.3.1.5. Includes subareas 29A, NDB; 29B, Localizer/ VOR; 29C, ASR; 29D, TACAN; and 29E, GPS.

Q Approach was in accordance with 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).

Q- Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR).

U Approach not in accordance with published procedures. Maintained steady-state flight below the MDA, even though the -50 foot limit was not exceeded. Position would not have permitted a safe landing. Failed to compute or adjust timing to determine MAP (when required). Exceeded Q- criteria.

Area 30, Circling Approach.

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

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

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

Area 31, Missed Approach.

Q Executed missed approach in accordance 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 in accordance with 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.

2.12. Instructor. Area 32, Instructor Ability (Critical).

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

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

Subarea 32A, Demonstration of Maneuvers (Critical).

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

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

Subarea 32B, 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 the students' past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

2.13. Aircraft Commander Certification Evaluation Area 33, 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 or delay mission based on input from appropriate sources. 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 regarding 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.

Area 34, En Route Procedures/Fuel Conservation.

Q Continually coordinated crew activities during flight (e.g., work/rest plans) to maximize mission effectiveness. Monitored mission progress and aware of possible impacts at all times. Possessed a high level of knowledge of all applicable aircraft publications and other governing directives and understood how to apply both to enhance fuel conservation. 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 other governing directives and understood how to apply both to enhance fuel conservation. Successfully applied some fuel conservation procedures, but failed to apply fuel conservation procedures in all areas of the mission.

U Failed to coordinate crew activities in flight which negatively impacted or prevented mission accomplishment. Failed to recognize impact of changing circumstances on mission

performance or did not adequately adapt to complete the mission. Unaware of fuel conservation procedures. Failed to apply any fuel conservation procedures in any area of the mission.

Area 35, 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 coordinate for successful arrival. Failed to coordinate crew activities. Did not communicate with destination C2 agencies, negatively impacting mission accomplishment.

Area 36, Landing. See Area 16 tolerances and the following:

Q Planned and performed landing in accordance with directives. Evaluated airplane configuration, arrival weather, and other variables and corrected appropriately.

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.

Area 37, Post-Flight/RON Procedures.

Q Accomplished all post-flight activities in a timely manner. Coordinated with C2 agencies for subsequent mission tasking. Managed crew activities during crew rest to provide necessary 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 tasking with C2 agencies. Poor management of crew during crew rest impacted crewmember availability.

Area 38, 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 met minimum aircraft security requirements.

U Unable to demonstrate proper use of authentication materials. Unaware of requirements for aircraft security. Failed to ensure basic aircraft security measures that may/did lead to the security issue degrading the mission.

Area 39, Engines Running On/Offload.

Q Demonstrated thorough knowledge of ERO procedures. Planned and coordinated crew activities to minimize ground time and ensure safe operation. Monitored on/offload and provided guidance as required. Accomplished all procedures IAW applicable directives and checklists. Monitored communication with external agencies (e.g., C2, ATC, weather) for subsequent mission segment.

Q- Displayed satisfactory knowledge of ERO procedures. Marginal planning and/or crew coordination resulted in minor confusion or delays during operation. Minor omissions or errors in procedures.

U Unacceptable level of ERO procedures knowledge. Poor or nonexistent planning precluded successful accomplishment of ERO. Failure to monitor operation resulted in potentially dangerous situation. Failed to perform procedures in accordance with directives and/or major omissions/errors in checklist items.

2.14. Air Refueling. Area 40. Receiver Air Refueling--General. Includes subareas: 40A, Rendezvous; 40B, Closure; 40C, Position/Control; 40D, Overrun Procedures (verbal); 40E, Breakaway Procedures; 40F, A/R Emergency Procedures, and 40G, Right-seat Air Refueling & Limits (IP only).

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

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

2.15. Tactics Area 41. Knowledge of Tactical Procedures

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

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

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

Area 42. Tactical Maneuvers Includes subareas: 42A, Departure; 42B, Arrival-Low; 42C, Arrival-High.

Q Planned, briefed and performed maneuver safely and in accordance with published procedures. Timely and appropriate adjustments made to position and power resulted in stable short final and safe touch down.

Q- Planned, briefed and performed maneuver safely. There were minor inconsistencies with published procedures. Some missing or inappropriate adjustments to position or energy management. Maneuver still resulted in stable short final.

U Maneuver flown unsafely or not in accordance with either published procedures, or briefing. Consistently missing appropriate or timely corrections. Maneuver resulted in unstable final approach or attempted landing under unsafe parameters.

2.16. Unit. Units will include MAJCOM-specific and local evaluation areas in Chapter 6. Include the evaluation areas on the AF Form 3862 (see paragraph 1.14.).

Chapter 3

FLIGHT ENGINEER EVALUATIONS

3.1. General. This chapter standardizes initial (first and second flight engineer), periodic and re-qualification evaluations, including requirements for qualification, mission, and instructor evaluations. The term second flight engineer refers to those flight engineers who have successfully completed the C-5 Flight Engineer Initial Qualification (FIQ) course and the aircraft evaluation conducted at the conclusion of flying training.

3.2. Qualification/Mission Evaluations (Initial, Periodic, and Requalification). Include all areas under GENERAL, QUALIFICATION/MISSION, TACTICS, and appropriate written examinations.

3.3. Instructor Evaluations (Periodic and Requalification). Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. Evaluate an instructor candidate while instructing a student. Include all areas of the Flight Evaluation Worksheet under GENERAL, QUALIFICATION/MISSION, TACTICS, and INSTRUCTOR.

3.3.1. 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. As a minimum, include all subareas of the GENERAL and INSTRUCTOR areas of the Flight Evaluation Worksheet. When students are not available, the flight examiner may serve as the student for the purpose of evaluating the examinee's instructional ability.

3.3.2. Flight engineers who desire to realign their QUAL/MSN evaluation during the initial instructor evaluation (update qualification expiration date) must complete all areas of the Flight Evaluation Worksheet and required written examinations.

3.4. Emergency Procedures Evaluations (EPE). Accomplish the EPE in an ATD, during the preflight briefing, or during the flight evaluation.

3.5. Additional Information.

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

3.6. Flight Engineer Grading Criteria.

3.7. 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. Possessed a high level of knowledge of performance capabilities and operating data. Completed all applicable forms. Checked all factors concerning takeoff and landing data. Attended all required briefings. Complied with planning directives before flight.

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. Made minor deviations completing forms. Minor omissions checking factors concerning takeoff and landing data, which did not detract from safety or mission effectiveness. Did not fully comply with directives, but did not detract from safety or mission effectiveness.

U Made major errors or omissions that would have prevented a safe or effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data. Major omissions completing applicable forms. Failed to check major factors affecting takeoff and landing data. Did not comply with directives that could impact mission effectiveness.

Area 3, Use of Checklists.

Q Consistently ensured all appropriate checklists were used and completed in a timely manner without error or omission.

Q- Completed in an untimely manner or with minor errors or omissions which did not detract from safety or mission effectiveness.

U Used incorrect checklist or had errors or omissions which detracted from safety or mission effectiveness. Did not complete checklist prior to event.

Area 4, Safety Consciousness (Critical).

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

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

Area 5, Judgment/Compliance (Critical).

Q Exercised sound judgment when executing assigned duties. Prepared and completed mission in compliance with existing regulations and directives.

U Failed to exercise sound judgment in regard to specific situations or mission requirements. Failed to comply with existing regulations and directives.

Area 6, Crew Coordination / Crew Resource Management (CRM).

See AFI 11-290, *Cockpit/Crew Resource Management Program*, and use AF Form 4031, 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 member's duties and responsibilities. Effectively applied CRM skills throughout the mission.

Q- Crew coordination adequate to accomplish mission. Demonstrated limited knowledge of other aircrew member's 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 communication procedures. Timely communication of checklists. Correctly monitored the interphone and primary radio. Makes

interphone transmissions concise with proper terminology. Monitored interphone and primary radio.

Q- Occasional deviation or omissions from required procedures, calls or acknowledgments. Limited operational knowledge of communication equipment that did not detract from mission effectiveness. Inadvertently missed monitoring interphone or primary radio, but did not impact mission.

U Incorrect procedures or poor performance caused confusion. Failure to communicate checklist in a timely manner degraded mission accomplishment. Displayed poor operational knowledge or inability to operate communication equipment. Did not monitor the interphone and primary radio.

Area 8, Life Support Systems/Egress.

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

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 (Maintenance, etc.).

Q- Minor errors on forms 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 to applicable agencies due to major errors, omissions, and/or deviations.

Area 10, Situational Awareness.

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

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

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

Area 11, Limitations.

Q Demonstrated/explained knowledge of aircraft limitations without reference to flight manual/available aids.

Q- Marginal knowledge of aircraft limitations in some areas. Occasionally referred to flight manual/available aids.

U Unsatisfactory knowledge of limitations. Unable to demonstrate/explain limitations without reference to flight manual/available aids.

3.8. Qualification/Mission. *NOTE:* See current MTL/ESD for specific performance tolerances. Deviations from the ESD tolerances will result in a “U” area grade.

Area 12, Aircrew Inspection (Flight Engineer).

Q Timely completion of all pre-flight checks and procedures without errors or omissions. Proper coordination with maintenance and crew when required. Ensured readiness of aircraft for flight.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to pre-flight a critical component or system. Failed to complete pre-flight in a timely manner. Errors or omissions detracted from safety or mission effectiveness.

Area 13, Aircrew Inspection (Scanner).

Q Timely completion of all pre-flight checks and procedures without errors or omissions. Proper coordination with maintenance and crew when required. Ensured readiness of aircraft for flight.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to pre-flight a critical component or system. Failed to complete pre-flight in a timely manner. Errors or omissions detracted from safety or mission effectiveness.

Area 14, Takeoff and Landing Data (TOLD)/Departure Planning.

Q Demonstrated satisfactory knowledge of TOLD computations and departure planning procedures.

Q- Same as above except minor errors were made in calculations and errors were within MTL/ESD standards.

U Demonstrated unsatisfactory knowledge of TOLD computations and obstacle clearance procedures. Tolerances were out of MTL/ESD standards.

Area 15, Before Starting/Starting Engines.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Area 16, Before Taxi/Taxi.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Area 17, Before Takeoff/Lineup/After Takeoff Climb.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Area 18, Climb/Cruise/Descent/Approach Monitor.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Subarea 18A, TERPS.

Q Demonstrated satisfactory knowledge of Standard Instrument Departure (SID)s, approach plates and climbout procedures.

Q- Same as above except minor errors were made in interpretation of SIDs or approach plates but within MTL/ESD standards.

U Demonstrated unsatisfactory knowledge of SIDs, approach plates or climbout/landing procedures. Tolerances were out of MTL/ESD standards.

Subarea 18B, Climb/Cruise Data.

Q Timely and accurate completion of performance data.

Q- Same as above except for minor deviations not to exceed MTL/ESD.

U Failed to properly or accurately complete data. Errors were outside limitations listed in MTL/ESD or deviations directly detracted from safety or mission effectiveness.

Subarea 18C, Range Data.

Q Timely and accurate completion of performance data.

Q- Same as above except for minor deviations not to exceed MTL/ESD.

U Failed to properly or accurately complete data. Errors were outside limitations listed in MTL/ESD or deviations directly detracted from safety or mission effectiveness.

Subarea 18D, Variant Configuration Data.

Q Timely and accurate completion of performance data.

Q- Same as above except for minor deviations not to exceed MTL/ESD.

U Failed to properly or accurately complete data. Errors were outside limitations listed in MTL/ESD or deviations directly detracted from safety or mission effectiveness

Subarea 18E, Fuel Management/Procedures.

Q Demonstrated satisfactory knowledge of fuel management.

Q- Same as above except minor errors were made and errors were within MTL/ESD standards.

U Demonstrated unsatisfactory knowledge of fuel management. Tolerances were out of MTL/ESD standards.

Subarea 18F, Air Refueling Procedures.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Area 19, Before Landing/After Landing.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Area 20, Engine Shutdown/Before Leaving Aircraft/Postflight.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Area 21, Emergency Procedures.

Subarea 21A, Ground Emergencies.

Q Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used without omissions or errors. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

Q- Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used but with minor omissions or errors that did not detract from safety or mission effectiveness. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

U Emergency situation was not properly analyzed or had undue delay. Incorrect procedures were used for situation. Checklists/procedures were not used or had omissions or errors that detracted from safety or mission effectiveness. Exceeded an operating limitation or required intervention to preclude exceeding limit. Unable or failed to perform and/or explain proper corrective action.

Subarea 21B, Takeoff Emergencies.

Q Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used without omissions or errors. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

Q- Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used but with minor omissions or errors that did not detract from safety or mission effectiveness. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

U Emergency situation was not properly analyzed or had undue delay. Incorrect procedures were used for situation. Checklists/procedures were not used or had omissions or errors that detracted from safety or mission effectiveness. Exceeded an operating limitation or required intervention to preclude exceeding limit. Unable or failed to perform and/or explain proper corrective action.

Subarea 21C, In-flight Emergencies.

Q Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used without omissions or errors. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

Q- Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used but with minor omissions or

errors that did not detract from safety or mission effectiveness. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

U Emergency situation was not properly analyzed or had undue delay. Incorrect procedures were used for situation. Checklists/procedures were not used or had omissions or errors that detracted from safety or mission effectiveness. Exceeded an operating limitation or required intervention to preclude exceeding limit. Unable or failed to perform and/or explain proper corrective action.

Subarea 21D, Landing Emergencies.

Q Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used without omissions or errors. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

Q- Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used but with minor omissions or errors that did not detract from safety or mission effectiveness. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

U Emergency situation was not properly analyzed or had undue delay. Incorrect procedures were used for situation. Checklists/procedures were not used or had omissions or errors that detracted from safety or mission effectiveness. Exceeded an operating limitation or required intervention to preclude exceeding limit. Unable or failed to perform and/or explain proper corrective action.

Area 22, Boldface Emergency Procedures (Critical).

Q All bold print items were immediately completed or stated without error.

U Incorrect sequence, unsatisfactory response, or unsatisfactory performance of bold face items.

Area 23, Ground Operating Procedures.

Subarea 23A, Pushback/Tow/Post Tow.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Subarea 23B, Quick Stop.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Subarea 23C, Block-In.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Subarea 23D, Kneel/Unkneel.

Q Timely and accurate completion of all checklists and procedures without errors or omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor errors or omissions which did not detract from safety or mission effectiveness.

U Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

Subarea 23E, Engines Running On/Offload.

Q Demonstrated thorough knowledge of ERO procedures. Completed procedures without errors or omissions.

Q- Demonstrated limited knowledge of ERO procedures. Minor errors or omissions did not detract from safety or mission effectiveness.

U Demonstrated unsatisfactory knowledge of ERO procedures. Errors or omissions detracted from safety or mission effectiveness.

Area 24, Aircraft Systems Knowledge.

Q Demonstrated thorough knowledge of aircraft systems. Component location was satisfactory. Use of schematics for malfunction analysis and system operation was satisfactory.

Q- Demonstrated limited knowledge of aircraft systems. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Demonstrated unsatisfactory knowledge of aircraft systems. Component location was unsatisfactory. Use of schematics for malfunction analysis system operation was unsatisfactory.

Subarea 25, MADAR (C-5 A/B) or EDS (C-5 M).

Q System use as a troubleshooting aid was satisfactory.

Q- System use as a troubleshooting aid was marginal.

U System use as a troubleshooting aid was unsatisfactory.

3.9. Instructor. Area 26, 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 actions/situations.

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

Subarea 26A, Technical Knowledge (Critical).

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

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

Subarea 26B, Student Briefing/Debriefing/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.

Subarea 26C, Knowledge of Training Forms.

Q All required forms were accomplished on time and IAW applicable directives.

Demonstrated satisfactory knowledge of forms/publications. Training documentation contained no errors or omissions.

Q- Required forms were completed with some delay but IAW applicable directives. Displayed limited knowledge of forms/publications. Minor errors or omissions in training documentation.

U Did not accomplish required forms. Knowledge of forms/publications was unsatisfactory. Omitted or incorrectly documented significant training information.

3.10. Tactics. Area 27, Tactics Procedures.

Q Demonstrated thorough knowledge of procedures for operations in a threat area. Timely and accurate completion of combat entry/exit checklist without errors or omissions from the flight engineer or scanner crew position.

Q- Demonstrated limited knowledge of procedures for operations in a threat area. Minor errors or omissions did not detract from safety or mission effectiveness.

U Demonstrated unsatisfactory knowledge of procedures for operations in a threat area. Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

3.11. Unit. Units will include MAJCOM-specific and local evaluation areas in Chapter 6. Include the evaluation areas on the AF Form 3862 (see paragraph 1.14.).

Chapter 4

LOADMASTER EVALUATIONS

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

4.2. Qualification/Mission Evaluations (Initial, Periodic, and Requalification). Include all areas under GENERAL, QUALIFICATION/MISSION, TACTICS and appropriate written examinations.

4.2.1. Initial and Re-qualification evaluations:

4.2.1.1. The evaluation profile requires a minimum of two mission legs to include a complete preflight, cargo onload, flight, offload, and postflight.

4.2.1.2. Qualification (QUAL) and mission (MSN) evaluations will be evaluated on single mission. Upon successful completion of the QUAL/MSN evaluation, the AF Form 8 will indicate crew position as “ML”. The loadmaster is qualified to perform duties unsupervised. Include an expiration date.

4.2.1.3. 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.

4.2.2. Periodic Evaluations:

4.2.2.1. The examinee will perform loadmaster duties during a cargo upload or off-load and an en route segment to complete the evaluation. If a load is not available for a periodic evaluation, cargo will be static loaded upon completion of the flight portion.

4.2.2.2. If both periodic evaluations are successfully completed on the same flight, use a single line entry under flight phase indicating “QUAL/MSN” and date. Use separate line entries if more than one flight is necessary to complete evaluation.

4.3. Instructor Evaluations (Periodic and Requalification). Flight examiners will place particular emphasis on the examinee’s ability to recognize student difficulties and provide timely, effective corrective action. Evaluate an instructor candidate while instructing a student. Include all areas of the Flight Evaluation Worksheet under GENERAL, QUALIFICATION/MISSION, TACTICS, and INSTRUCTOR.

4.3.1. 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. As a minimum, include all subareas of the GENERAL and INSTRUCTOR areas of the Flight Evaluation Worksheet. When students are not available, the flight examiner may serve as the student for the purpose of evaluating the examinee’s instructional ability.

4.3.2. Loadmasters who desire to realign their QUAL/MSN evaluation during the initial instructor evaluation (update qualification expiration date) must complete all areas of the Flight Evaluation Worksheet and required written examinations.

4.4. Emergency Procedures Evaluations (EPE). Accomplish the EPE in an ATD, during the preflight briefing, during the flight evaluation, or any combination of these.

4.5. Additional Information.

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

4.6. Loadmaster Grading Criteria. When evaluating areas or subareas, which have been determined to be less than Q, they may or may not affect another area. Example: U in Area 15, Proper Restraint. Individual could also have been graded U in Area 3, Use of Checklist; Area 13, On/Offload Procedures; or Area 21, Aircraft Limitations. Each area is affected by not having proper restraint. Instead of all items being considered unsatisfactory, identify the area that is most adversely affected.

4.7. General. Area 1, Directives and Publications.

Q Accomplished aircraft border clearance, and explained or demonstrated aircraft security procedures with only minor deviations which did not detract from mission. Flight manual and publications were current and annotated correctly.

Q- Accomplished aircraft border clearance, and explained or demonstrated aircraft security procedures with minor omissions or errors, which detracted from overall mission. Flight manuals and publications contained minor errors, but were usable for effective mission accomplishment.

U Aircraft border clearance and security procedures were accomplished with major omissions, deviations, or errors that could have or did affect the successful accomplishment of mission. Flight manuals and publications contained major omissions or errors and unusable for effective mission accomplishment.

Area 2, Mission Preparation/Planning.

Q Accomplished pre-departure duties required by AFI 11-2C-5V3 with only minor deviations which did not detract from the efficient conduct of mission. Maintain professional/ personal equipment serviceable and documents current.

Q- Explained/ demonstrated pre-departure duties with minor omissions, deviations or errors that detracted from the overall mission. Condition of personal and professional equipment affected task completion or were not current IAW applicable directives.

U Major omissions, deviations or errors observed during demonstration of pre-departure duties or explanation of procedures which could have or did affect safe mission accomplishment. Condition of equipment or documents could have or affected safe accomplishment of mission.

Area 3, Use of Checklists.

Q Accomplished all loadmaster checklists when required IAW appropriate flight manual with minor deviations which did not affect the safe accomplishment of missions.

Q- Minor deviation or omissions from checklist items, which detracted from overall mission.

U Significant deviations or omissions to checklist which could have or affected the safe operation of equipment or execution of duties.

Area 4, Safety Consciousness (Critical).

Q Aware of and complied with all safety factors required for safe cargo or passenger loading, aircraft operation and mission accomplishment.

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

Area 5, Judgment/Compliance (Critical).

Q Exercised sound judgment when executing assigned duties, resulting in the successful mission accomplishment.

U Failed to determine appropriate course of action to be taken in regards to specific situations or mission requirements.

Area 6, Crew Coordination/Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Program*, and use AF Form 4031, 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, Emergency/Life Support Equipment.

Q Explain the quantity, location, preflight and proper use of the emergency/survival equipment IAW appropriate flight manual and current directives. Explain or demonstrated necessary action when aircraft is missing required equipment.

Q- Minor difficulty explaining the quantity, location, preflight and proper use of the emergency/survival equipment IAW appropriate flight and current directives. Displayed limited knowledge of procedures required to replace missing equipment.

U Displayed major difficulty explaining the quantity, location, preflight and proper use of the emergency/survival equipment IAW appropriate flight manual and current directives. Failed to demonstrate or lack the knowledge of procedures required to replace missing equipment. Refer to the preflight checklists.

Area 8, Knowledge/Completion of Forms.

Q All required forms were complete, accurate readable, accomplished on time and IAW applicable directives. Demonstrated satisfactory knowledge of forms required for mission accomplishment.

Q- Minor errors on forms did not affect conduct of the flight or mission. Incorrectly or incompletely reported some information due to minor errors, omissions, and or deviations. Displayed limited knowledge of forms required for mission accomplishment.

U Did not accomplished required forms. Omitted or incorrectly reported significant information due to major errors, omissions, and deviations. Knowledge of mission required forms was inadequate.

Area 9, Situational Awareness.

Q Demonstrated situational awareness throughout the mission and conducted the flight with a sense of understanding and comprehension. Demonstrated thorough knowledge of danger areas and adverse weather procedures.

Q- Demonstrated a lack of situational awareness to the extent that minor delays, misunderstanding or confusion occurred that impeded the mission activity. Adequate knowledge of danger areas and adverse weather procedures.

U Demonstrated a lack of situational awareness to the extent that major delays, misunderstanding or confusion occurred that affected the safe conduct of the mission activity. Area 10, Briefings.

Q Briefings effectively organized and presented in a logical sequence. Covered all pertinent items clear concise manner IAW applicable directives. Effectively used briefing contained in appropriate flight manual and authorized briefing aids.

Q- Allowed omission of items pertinent, but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly. Did not make effective use of available aids.

U Failed to conduct required briefings. Failed to use briefing aids. Omitted essential items or did not correct erroneous information that could affect mission accomplishment. Demonstrated lack of knowledge of subject.

4.8. Qualification/Mission. Area 11, Aircraft Preflight/Thru-flight/Configuration.

Q Explained, demonstrated, and accomplished all inspections/duties IAW applicable flight manual, checklist and publications.

Q- Minor deviations to established procedures. Unsure of some directives but could locate information in appropriate publications. Any instance of non-compliance did not jeopardize safety or mission.

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 12, Load Planning/Inspection.

Q Explain, demonstrate, calculate, and accomplish all steps required to complete cargo load planning and inspections, considering aircraft structure/weight and balance limitations IAW applicable flight manuals, applicable loading manual, AFJMAN 24-204, Preparing Hazardous Materials for Military Air Shipments, AFI 11-2C-5V3.

Q- Difficulty explaining, demonstrating, calculating, and accomplishing all steps required to complete cargo load planning and inspections, considering aircraft structural/weight and balance limitations IAW applicable technical orders or publications.

U Unable to explain, demonstrate calculate, and accomplish all steps required to complete cargo load planning and inspections.

Area 13, On/Offloading Procedures.

Q On/Offloading procedures were accomplished with only minor deviation which did not detract from the overall efficient conduct of the mission or the use of equipment.

Q- On/Offloading procedures were accomplished with only minor omissions, deviations, or errors which detracted from the overall mission.

U Failed to accomplish on/offload procedures or major deviations, omissions or errors were noted which could have or did affect the successful accomplishment of the mission.

Area 14, Engines Running Onload/Offload.

Q Can accomplish and/or explain procedures and restrictions of engines running on/offload IAW applicable flight manual and AFI 11-2C-5V3.

Q- Minor errors or omissions observed during the accomplishment or explanation of ERO procedures.

U Major omissions or errors observed during the accomplishment or explanation of ERO procedures, which could have or did detract from the safe conduct of the mission.

Area 15, Proper Restraint.

Q Explained, demonstrated, calculated and applied cargo restraint requirements IAW applicable loading manuals and current directives.

Q- Minor errors noted in the computation and application of required restraint that did not affect the safe execution of the mission. Did not fully understand the principle of restraint.

U Failed to correctly calculate and apply the correct amount of restraint to a given item. Did not understand and could not state the principles of restraint.

Area 16, Passenger Handling.

Q Demonstrated thorough knowledge of required documentation, passenger boarding sequence, escape slide limitations, seating restrictions, emergency airlift of passengers, and the required number of loadmasters required for a given number of passengers. Complied with passenger on/offload checklist, meal service, and in-flight headset clearance procedures IAW applicable technical orders or publications.

Q- Demonstrated limited knowledge of the above areas. Minor deviations or omissions to passenger on/offload checklist, in-flight headset clearance procedures, and meal service procedures that detracted from the overall mission.

U Unsatisfactory knowledge of required documentation, passenger boarding sequence, escape slide limitations, seating restrictions, emergency airlift of passengers, and the required number of loadmasters required for a given number of passengers. Procedures were not complied with which jeopardized passenger safety or control.

Area 17, Weight and Balance.

Q Explain and demonstrate the proper calculations required to compute aircraft weight and balance IAW applicable loading manuals, AFI 11-2C-5V3, and current directives. DD Form 365-4 or automated weight and balance form completed IAW MTL/ESD tolerances. Did not exceed gross weight or center of gravity limits for takeoff and landing.

Q- Errors/omissions on DD 365-4 or automated weight and balance form which did not affect safety of flight but did detract from the overall mission.

U Failed to complete DD 365-4 or automated weight and balance form within the above tolerance. Exceeded aircraft gross takeoff/center of gravity limits.

Area 18, Systems Knowledge/Operation. Includes subareas 18A, Oxygen; 18B, Ramps and Doors; 18C, Kneeling; 18D, Winching; 18E, Radios/Interphone/PA; 18F, Electrical /External Power; 18G, APU/ATM; 18H, Hydraulics; 18I, Environmental.

Q Demonstrated thorough knowledge of system components, functions, and limitations. Analyze simulated or actual malfunctions and applied appropriate corrective action. Properly identified the status of related systems IAW applicable flight manual.

Q- Demonstrated adequate knowledge of system components, functions, and limitations. Minor deviations or errors were noted when analyzing simulated or actual malfunctions, and applying corrective actions. Adequately determined status of related systems.

U Demonstrated inadequate knowledge of system components, functions and limitations. Unable to analyze simulated or actual malfunctions or applied improper corrective action. Could not determine status of related system.

Area 19, Knowledge of Hazardous Cargo Handling.

Q Explained or complied with procedures for airlifting hazardous cargo, in-flight hazardous cargo incidents, fuel spills/leak, and tactical or contingency operations. Stated fuel tank capacities, waiver/deviation requirement, isolated parking requirements and complied with or

applied the segregation of hazardous cargo as outlined in the compatibility chart of AFMAN 24-204, AFI 11-2C-5V3, applicable loading manual, and current directives.

Q- Understood hazardous cargo procedures, but made minor deviations stating them. Could comply with the provision of AFMAN 24-204, and/or follow the procedures for air movement of hazardous cargo under tactical, contingency or emergency condition.

U Did not understand hazardous cargo procedures IAW AFMAN 24-204, AFI 11-2C-5V3, or applicable technical orders.

Area 20, Ground Support Equipment.

Q Explained or demonstrated the ability to operate electrical ground power units. Demonstrated or explained the steps necessary to apply external electrical, hydraulics, or pneumatic power to aircraft IAW applicable flight manual.

Q- Difficulty explaining or demonstrating the ability to operate electrical power units. Displayed limited knowledge of applying external electrical, hydraulic and pneumatic power to the aircraft or minor deviation from procedures contained in the flight manual.

U Unable to explain or operate electrical ground power unit. Could not follow the checklist concerning applying external power to the aircraft.

Area 21, Aircraft Limitations.

NOTE: Aircraft limitations may include, but are not limited to, overhang clearances, projection clearances, ramp crest clearances, vehicle critical dimensions, parking, and overhang clearances, loading area clearance limits, lateral loading floor limits, cargo ramp on/offload floor limits, lateral loading height limits, rubber contact area floor load, non-rubber contact area floor load, steel and hard rubber wheel, floor loads, tracked vehicle floor load, restricted areas for floor loads, allowable wheel load over tiedown ring pans, roller conveyor loads, rolling shoring requirements, parking shoring requirements, sleeper shoring requirements, approach shoring requirements, and vehicle center of gravity.

Q Explained, computed, and applied calculations for aircraft loading limitations IAW applicable loading manual.

Q- Minor difficulty explaining, or errors computing, and applying calculations for aircraft loading limitation that could have or did detract from mission.

U Major difficulty explaining procedures or significant errors computing and applying calculations for aircraft loading which affected the successful completion of mission.

Area 22, Fleet Service/Comfort Pallet Equipment.

Q Accomplished the inventory of meals; maintained visibility of fleet service equipment/supplies as recorded on fleet service checklist and complied with fleet service procedures. Explained procedures for the recovery of and or reported missing equipment IAW AFI 11-2C-5V3, or AMCI 24-101, Volume 10.

Q- Minor omission noted during the inventory of meals and supplements, did not fully comply with fleet service procedures outlined in AFI 11-2C-5V3.

U Major omission noted during the inventory of meals and supplement. Did not comply with fleet service procedures that did affect the successful accomplishment of mission.

Area 23, Boldface Emergency Procedures (Critical).

Q All bold print items were immediately completed or stated without error.

U Incorrect sequence, unsatisfactory response, or unsatisfactory performance of bold face items.

Area 24, Other Emergency Procedures.

Subarea 24A, Ground Emergencies: Smoke detector system, nitrogen/FE 1301 fire suppression system, FE 1301, Cargo Fire, APU Fire, Engine Fire On The Ground, Tailpipe Fire, PTU Fire, Loss Of Fluids – Visible Or Indicated, Fuselage/Wheel Well Fire, Electrical Fire, Ground Evacuation Procedures, Primary/Secondary Exits and reject procedures.

Q Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used without omissions or errors. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

Q- Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used but with minor omissions or errors that did not detract from safety or mission effectiveness. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

U Emergency situation was not properly analyzed or had undue delay. Incorrect procedures were used for situation. Checklists/procedures were not used or had omissions or errors that detracted from safety or mission effectiveness. Exceeded an operating limitation or required intervention to preclude exceeding limit. Unable or failed to perform and/or explain proper corrective action.

Subarea 24B, In-flight Emergencies: Smoke/Fumes in the Airplane, In-flight Door Warning (Pressure Door and Unpress Door), Loss of Cabin Pressure, Cargo Jettisoning (Cargo Doors, Manual Override, Minimum Personnel, Restraint Harness), Logistic Configuration (Pallets On Aft Ramp, Platforms/Pallet Trains, Non-palletized Bulk Cargo, Wheeled And Track Vehicles, Procedures), Small Article Jettison (Troop Doors, Procedures), Bailout (Primary/Secondary Exits, Signals), Wheels-Up/Crash Landing (Primary/Secondary Exits, Signals, Procedures), Ditching (Primary/Secondary Exits, Signals, Procedures, Loadmaster Seating In Troop Compartment (Normal and alternate location)).

Q Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used without omissions or errors. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

Q- Properly analyzed the emergency situation without undue delay. Took and/or recommended appropriate action. Checklists/procedures were used but with minor omissions or errors that did not detract from safety or mission effectiveness. Operated within prescribed limits. Performed and/or explained proper corrective action for each type of malfunction.

U Emergency situation was not properly analyzed or had undue delay. Incorrect procedures were used for situation. Checklists/procedures were not used or had omissions or errors that detracted from safety or mission effectiveness. Exceeded an operating limitation or required intervention to preclude exceeding limit. Unable or failed to perform and/or explain proper corrective action.

4.9. Instructor. Area 25, 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 actions/situations.

U Unable to effectively communicate or provide timely feedback to the student. Gave instruction that was unsafe or contradicted published directives. Did not provide corrective

action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe actions/situations in a timely manner. Made no attempt to instruct.

Subarea 25A, Technical Knowledge (Critical).

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

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

Subarea 25B, 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.

Subarea 25C, Knowledge of Training Forms.

Q All required forms were accomplished on time and IAW applicable directives.

Demonstrated satisfactory knowledge of forms/publications. Training documentation contained no errors or omissions.

Q- Required forms were completed with some delay but IAW applicable directives. Displayed limited knowledge of forms/publications. Minor errors or omissions in training documentation.

U Did not accomplish required forms. Knowledge of forms/publications was unsatisfactory. Omitted or incorrectly documented significant training information.

4.10. Tactics. Area 26, Tactics Procedures.

Q Demonstrated thorough knowledge of procedures for operations in a threat area. Timely and accurate completion of combat entry/exit checklist without errors or omissions from the flight engineer or scanner crew position.

Q- Demonstrated limited knowledge of procedures for operations in a threat area. Minor errors or omissions did not detract from safety or mission effectiveness.

U Demonstrated unsatisfactory knowledge of procedures for operations in a threat area. Failed to properly or accurately complete checklists. Errors or omissions detracted from safety or mission effectiveness.

4.11. Not Used.

4.12. Unit. Units will include MAJCOM-specific and local evaluation areas in Chapter 6. Include the evaluation areas on the AF Form 3862 (see paragraph 1.14.).

Chapter 5

LOCAL PROCEDURES

5.1. General. Use this chapter to define local evaluation criteria and local procedures, as required.

5.1. (DOVERAFB)General. The 436/512th Operation Groups Aircrew Standardization & Evaluations (OGV) Program ensures quality control of Operations Group (OG) programs and provides commanders with meaningful indicators reflecting the effectiveness of aircrew training. It ensures C-5 aircrew members are capable of performing their mission across the full spectrum of operations, from routine to surviving in hostile and chemical environments.

5.2. (Added-DOVERAFB) Applicability. This supplement establishes, defines, and implements the 436/512 OG Standardization & Evaluation Flight Evaluations Guidelines. It applies to all C-5 aircrew members assigned/attached to the 436/512th Airlift Wings (AW) as well as all students enrolled in Formal Training Unit (FTU) courses. 436/512 OG specific items in this supplement are identified by the organization in the paragraph heading. Absence of the organization in the paragraph heading indicates applicability to both organizations.

5.3. (Added-DOVERAFB) Objectives.

5.3.1. **(Added-DOVERAFB)** Standardize 436/512 OG C-5 aircrew evaluation procedures.

5.3.2. **(Added-DOVERAFB)** Ensure standardization of aircrew evaluations IAW AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2C-5V2.

5.3.3. **(Added-DOVERAFB)** Ensure compliance with HQ United States Air Force (USAF), AMC and Dover AFB operational, training, and administrative flying directives.

5.4. (Added-DOVERAFB) Recommended Changes. Aircrew members are encouraged to submit changes to this supplement using AF Form 847, *Recommendation for Change of Publication*.

5.5. (Added-DOVERAFB) Flight Evaluations. Due to the variety of mission qualifications, it is impractical to conduct all recurring mission evaluations in conjunction with periodic qualification evaluations.

5.5.1. **(Added-DOVERAFB) TESTING.** (436 OG) Testing should be accomplished in accordance with AFI 11-2C-5V2 para 1.15. (512 OG) All required ground prerequisites will be completed prior to taking an Initial evaluation.

5.5.1.1. **(Added-DOVERAFB)** For initial/requalification instructor and mission evaluations, take the end of course tests, if applicable, and record on the AF Form 8.

5.5.1.2. **(Added-DOVERAFB)** Upon entering into the INSTM/QUAL/MSN evaluation phase, all applicable tests will be completed IAW AFI 11-2C-5V2 para 1.15.

5.5.1.3. **(Added-DOVERAFB)** Recurring Air Refueling (AR) mission evaluations will not have test scores on the AF Form 8.

5.5.1.3.1. **(Added-DOVERAFB)** Emergency Procedures Evaluations (EPE): An EPE is required on all evaluations, with the exception of No-Notice/Spot evaluations.

5.5.1.3.2. **(Added-DOVERAFB)** A selection of abnormal or emergency procedures and BOLDFACE items satisfies the EPE requirement. OGV will maintain a list of EPE program requirements (topics, interest items, etc.) on both the OGV Website and e-Publications (e-Pubs). This list will be reviewed and updated as required.

5.5.1.3.3. **(Added-DOVERAFB)** Pilot and flight engineer examiners may administer the EPE in the simulator. If an examinee's EPE is not administered in the simulator, administer it during the flight evaluation.

5.5.2. **(Added-DOVERAFB)** NO-NOTICE/SPOT EVALUATIONS. No-Notice and SPOT evaluations do not require an EPE, unless the examinee elects to use the No-Notice or SPOT evaluation to update an INSTM/QUAL/MSN evaluation expiration date.

5.5.3. **(Added-DOVERAFB)** EVALUATION GUIDELINES.

5.5.3.1. **(Added-DOVERAFB)** This section establishes local policy for flight evaluations and augments AFI11-202V2, AFI 11-2C-5V2 and the AF Form 3862. Tolerance criteria for evaluations are listed in the Master Task List and Evaluation Standards Document (MTL/ESD) and AFI 11-2C-5V2.

5.5.3.2. **(Added-DOVERAFB)** Unsatisfactory Performance. For all evaluations graded less than Q-1 that require additional training, include the individual in the Review and Certification (R&C) process until training is completed. The instructor or examiner completing the additional training will annotate completion on the front of the AF Form 8 IAW AFI 11-202V2_AMCSUP1.

5.5.3.3. **(Added-DOVERAFB)** Q-2 or Q-3/1 Evaluations: The AF Form 4022, *Aircrew Training Folder*, will not normally be required unless needed to document extensive additional training. Squadron Evaluation Standardization (DOV) is responsible for tracking the completion of additional training. For FTU students, additional training will be in accordance with the applicable syllabus and the FTU operating policy.

5.5.3.4. **(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. The individual will enter requalification/additional training, if required, upon arrival at home station. Units will inform OGV of the Q-2 or Q-3 evaluation and forward a copy of the Form 8 to OGV.

5.5.3.5. **(Added-DOVERAFB)** Q-3 Evaluations: Squadron DOV is responsible for notifying the training section, identifying the training deficiency, and tracking the requalification period. The training section is responsible for establishing an AF Form 4022 (unless waived by the unit Ops Officer) and completing all required training in the allotted time. For FTU students, additional training will be in accordance with the applicable syllabus and the FTU operating policy.

5.5.4. **(Added-DOVERAFB)** PILOT EVALUATIONS.

5.5.4.1. **(Added-DOVERAFB)** Conduct all periodic and requalification INSTM/QUAL/MSN evaluations in the simulator to the max extent possible using the Simulator Evaluations Guidelines listed in paragraph 5.5.4.6. Operational Mission Evaluation (OME) and AR checkrides will be accomplished in the aircraft. Initial Instructor Pilot checkrides will accomplish a sortie in the aircraft and the simulator to

demonstrate proficiency in local pattern instruction in the aircraft and three engine operations in the simulator. SPOT and No Notice checkrides may be accomplished in the aircraft or the simulator. Pilot re-check evaluations due to a Q-3 for INSTM/QUAL/MSN items may be accomplished in the simulator.

5.5.4.2. **(Added-DOVERAFB)** INSTM/QUAL/MSN Evaluations (Initial, Periodic, and Requalification). MPD/AC profile is flown primarily from the left seat, and will include a right seat instrument approach and landing. The events listed in **Table 5.1** will be evaluated.

Table 5.1. (Added-DOVERAFB) MPD/Aircraft Commander Evaluation Requirements.

PAR (evaluate verbally if not available)	3-Engine Missed Approach/Go-Around
ILS (May be completed in conjunction with Cat II)	3-Engine Approach and Landing
CAT II (AC from left seat & IP/EP from either)	Partial Flap Landing
Two Non-Precision Approaches: One must be to a circling approach (See Note 1)	Full Flap Landing
VFR Pattern (Rectangular or Overhead, See Note 1)	No-Flap Landing
SID or Instrument Departure	Right-Seat Instrument Approach and Landing (N/A for EP/IP)
Holding or Procedure Turn Entry	Tactics (See Note 1)
NOTE 1: (Added) Fly tactical approaches IAW 11-2C-5v2, paragraphs, 2.3.1.5 and 2.3.1.8. Table 5.1 is a guide and does not alleviate the examiner from ensuring all parent regulation requirements are met.	

5.5.4.3. **(Added-DOVERAFB)** Instructor Evaluations (Initial or Requalification). This profile will be flown from the right seat and will not reset the INSTM/QUAL/MSN expiration date unless a full MPD/AC profile is flown. The events in **Table 5.2** will be evaluated at a minimum.

Table 5.2. (Added-DOVERAFB) Instructor Pilot INIT/RQ Evaluation Requirements.

I Instrument Approach	No Flap Landing
Partial Flap Landing	Full-Flap Landing
NOTE: Table 5.2. is a guide and does not alleviate the examiner from ensuring all parent regulation requirements are met.	

5.5.4.3.1. **(Added-DOVERAFB)** When an instructor is receiving an INIT/RQ evaluation, they will accomplish the pre-mission training/student briefing and critique as well as complete their evaluation profile. The IP profile (to include CAT II approaches) may be flown from either seat for periodic evaluations. The IP should

critique another pilot's takeoff, pattern, and landing to demonstrate instructional abilities. **NOTE:** If a full MPD/AC profile is not flown for an IP evaluation, their qualification expiration date will remain the same as their previous INSTM/QUAL/MSN evaluation. Annotate expiration date on the AF Form 8 as "N/A".

5.5.4.4. **(Added-DOVERAFB)** Operational Mission Evaluations (OME). All pilots not previously certified to operate the C-5 in command will receive a one-time OME prior to aircraft commander certification. In addition to the requirements of AFI 11-2C-5V2, para 2.4.3., OMEs will emphasize the items listed in Table 5.3. If the OME pilot is qualified and certified and in the event the mission requires an aerial refueling or tactical arrival and departure, the evaluation will include those events

Table 5.3. (Added-DOVERAFB) Operational Mission Evaluation Requirements.

Mission Planning	Crew Management
Flight Planning	Mission Execution
Fuel Conservation	

5.5.4.4.1. **(Added-DOVERAFB)** On all OMEs, the examiner pilot will hold the "A" code on the flight authorizations and be current/qualified for all events to be evaluated. The OME pilot will hold the "C" code (acting in next higher qualification for evaluation purposes).

5.5.4.4.2. **(Added-DOVERAFB)** If the OME pilot has not met KC-10 contact restrictions as outlined in AFI11-2C-5V1 Dover AFB Supplement para 5.6.3., or other local guidance, a qualified air refueling AC (or examiner pilot) will complete the air refueling.

5.5.4.5. **(Added-DOVERAFB)** Air Refueling Evaluations (Initial, Periodic, and Requalification). Breakaway procedures should be evaluated in flight, but may be evaluated in an ATD if not performed in the aircraft. In accordance with the MTL/ESD, use 10-min autopilot on and 5-min autopilot-off as a guide for sustained contacts.

5.5.4.5.1. **(Added-DOVERAFB)** Air Refueling Instructor Pilot Evaluations (Periodic). For periodic evaluations of a current and qualified ARIP, the examinee should be in command during the evaluation. The examinee may sit where he/she chooses. Evaluate ARIPs during their periodic AR evaluation as outlined in paragraph 5.5.4.5. Evaluate ARIPs on instructional duties during the mission pre-brief, debrief, and during the sortie.

5.5.4.6. **(Added-DOVERAFB)** Simulator Evaluation Guidelines.

5.5.4.6.1. **(Added-DOVERAFB)** Simulator evaluations are the same as INSTM/QUAL/MSN evaluations conducted in the airplane. The following guidelines are to help evaluators conduct evaluations in the simulator.

5.5.4.6.2. **(Added-DOVERAFB)** Examinees should meet with the pilot flight examiner (EP) two hours prior to the start of the simulator period for briefing and verbal evaluation.

5.5.4.6.3. **(Added-DOVERAFB)** The EP may occupy the jump seat or the other pilot seat during the evaluation.

5.5.4.6.4. **(Added-DOVERAFB)** The simulator operator should provide air traffic control services.

5.5.4.6.5. **(Added-DOVERAFB)** The EP must closely coordinate with the simulator operator to ensure weather conditions, malfunctions, and radar vectors are suitable for performance of each approach.

5.5.4.6.5.1. **(Added-DOVERAFB)** Emergency procedures should be coordinated in advance with the simulator operator for realism.

5.5.4.6.5.2. **(Added-DOVERAFB)** Compound emergencies are not authorized.

5.5.4.6.6. **(Added-DOVERAFB)** Examiners may direct the pilots to begin with the "Before Taxi" checklist.

5.5.4.6.7. **(Added-DOVERAFB)** Touch-and-go landings are not permitted unless a qualified IP or EP is at a set of controls and resets the flaps and trim during the maneuver.

5.5.4.6.7.1. **(Added-DOVERAFB)** The following landings will not be touch-and-go landings: One Engine Inoperative, CAT II ILS, and No-Flap.

5.5.4.6.7.2. **(Added-DOVERAFB)** Following a full stop, the EP and simulator operator will ensure the airplane is configured for takeoff. The simulator operator will ensure all malfunctions are cleared and affected system operation is restored. Pilots should accomplish the "Lineup" checklist prior to subsequent takeoff.

5.5.4.6.8. **(Added-DOVERAFB)** Following the evaluation, an AF Form 8 will be completed.

5.5.4.6.9. **(Added-DOVERAFB)** Scheduling. This evaluation is set up for two pilots. Units will provide one pilot flight examiner (EP) to administer the evaluation. Squadron DOV & Squadron Scheduling will coordinate notification of the evaluation with the examinees at least one day prior to the evaluation.

5.5.5. **(Added-DOVERAFB)** FLIGHT ENGINEER EVALUATIONS.

5.5.5.1. **(Added-DOVERAFB)** Initial Mission Qualification Evaluations. This evaluation should be administered on an operational mission with a minimum of four legs.

5.5.5.2. **(Added-DOVERAFB)** First Flight Engineer RQ/Periodic Evaluations. This evaluation should be administered on an operational mission with a minimum of two legs.

5.5.5.2.1. **(Added-DOVERAFB)** Instructor RQ/Periodic Evaluations. The evaluation should include at least three mission legs (436 OG)/two mission legs (512 OG).

5.5.5.3. **(Added-DOVERAFB)** Second Flight Engineer Periodic Evaluations. Evaluation may be administered on a local training mission.

5.5.5.4. **(Added-DOVERAFB)** Any deviations from the above procedures require 436/512 OG/OGV approval.

5.5.6. **(Added-DOVERAFB)** LOADMASTER EVALUATIONS.

5.5.6.1. **(Added-DOVERAFB)** Initial qualification/mission evaluations. Requirements for this evaluation will be IAW AFI 11-2C-5V2, para 4.2.1. Administer this evaluation on an operational mission with a minimum of two mission legs. Prior to ground rechecks, squadrons will coordinate with 436/512 OG/OGV for approval.

5.5.6.2. **(Added-DOVERAFB)** Initial instructor evaluations. Requirements for this evaluation will be IAW AFI 11-2C-5V2, para 4.3.1. Administer this evaluation on an operational mission with the instructor candidate providing instruction to a loadmaster student.

5.5.6.3. **(Added-DOVERAFB)** Any deviations from the above procedures require 436/512 OG/OGV approval.

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

(DOVERAFB)

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

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

AFPD 11-2, *Aircraft Rules and Procedures*, 14 January 2005

AFI 11-202 Volume 1, *Aircrew Training*, 22 November 2010

AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFI 11-2C-5 Volume 1, *C-5 Aircrew Training*, 21 January 2010

AFI 11-2C-5 Volume 3, *C-5 Operations Procedures*, 7 December 2005

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

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

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

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

AMCI 24-101 Volume 10, *Military Airlift/Fleet Service*, 27 Apr 2009

AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, 1 September 2009

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

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

AFTTP 3-3.C-5, *Combat Aircraft Fundamentals – C-5*, 4 June 2010

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*, 8 December 2006

AF Form 673, *Air Force Publication/Form Action Request*, 1 April 2010

AF Form 942, *Record of Evaluation*, 8 December 2006

AF Form 847, *Recommendation for Change of Publication*, 22 September 2009

AF IMT 3862, *Flight Evaluation Worksheet*, 6 June 2006

AF Form 4031, *CRM Skills Criteria Training/Evaluation*, 1 March 1998

DD Form 365-4, *Weight and Balance Clearance Form*, August 1996

Abbreviations and Acronyms

AC—Aircraft Commander

AR—Air Refueling

AMP—Aircraft Modernization Program

ATC—Air Traffic Control

ATD—Aircrew Training Device

C2—Command and Control

e-Publishing—the e-Publishing website (www.e-publishing.af.mil)

EPE—Emergency Procedures Evaluation

ERO—Engine Running On/Offload

FEF—Flight Evaluation File

GPS—Global Positioning System

MDA—Minimum Descent Altitude

MQF—Master Question File

NVG—Night Vision Goggles

OG—Operations Group

OPR—Office of Primary Responsibility

RQ—Requalification

SCM—Space Cargo Modification

Attachment 1 (DOVERAFB)**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

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

AFI 11-2C-5V1_DOVERAFBSUP, *C-5 Aircrew Training*, 13 November 2009

Prescribed Forms

No Forms Prescribed by this publication.

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 4022, *Aircrew Training Folder*

Abbreviations and Acronyms

AF— Air Force

AFI— Air Force Instruction

AFMAN— Air Force Manual

AFRIMS— Air Force Records Information Management System

AMC— Air Mobility Command

AW— Airlift Wing

CC— Commander

DAFB— Dover Air Force Base

DOV— Squadron Evaluation and Standardization

HQ— Head Quarters

IAW— In Accordance With

IMT— Information Management Tool

INSTM— Instrument

MAJCOM— Major Command

MPD— Mobility Pilot Development

MSN— Mission

MTL/ESD— Master Task List and Evaluation Standards Document

MVE— Maneuver Validation Evaluation

OG— Operations Group

OGV— Operations Group Standardization and Evaluation

OPR— Officer of Primary Responsibility

QUAL— Qualification

SUP— Supplement

V— Volume

VFR— Visual Flight Rules

Attachment 2

PILOT FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A2.1. C-5 Pilot Flight Evaluation Worksheet.

COMMENTS:

A. Mission Description.

B. Discrepancies.

C. Recommended Additional Training.

D. Additional Comments.

Reviewing Officer's Remarks:

Approving Officer's Remarks:

Additional Reviews:

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

AREA/SUB-AREAS	Q	Q-	U	REMARKS
GENERAL	X	X	X	
1. Directives and Publications				
2. Msn Preparation/Planning/Performance				
3. Use of Checklist				
4. Safety Consciousness		X		
5. Judgement/Compliance		X		
6. Crew Coordination/CRM				
7. Communication Procedures				
8. Life Support Systems/Egress				
9. Knowledge/Completion of Forms				
10. Airmanship/Situational Awareness				
QUALIFICATION/MISSION	X	X	X	
11. Ground Operations/Taxi				
12. Takeoff				
13. Rdr Ops/Wtr Avoidance/Windshear				
14. VFR Pattern				
15. Landings				
15A. Full Flap				
15B. Partial Flap				
15C. No Flap				
15D. Engine Out Operations				
15E. Touch-and-Go				
15F. Right Seat				
16. Ldg Roll/Braking/Reverse Thrust				
17. All Engine Go-Around				
18. Engine Out Operations				
19. Engine Out GA/Eng Failure TO Cont				
20. Boldface Emergency Operations		X		
21. Other Emergency Procedures				
22. Systems Ops/Knowledge/Limitations				
INSTRUMENT	X	X	X	
23. Instrument Departure /SID				
24. Enroute Navigation/FMS				
25. Holding				
26. Use of NAVAIDS				
27. Descent/Arrival				
28. Precision Approach				
28A. PAR (verbal)				

AREA/SUB-AREAS	Q	Q-	U	REMARKS
28B. ILS				
28C. CAT II ILS				
29. Non-Precision Approach				
29A. NDB				
29B. Localizer/VOR				
29C. ASR				
29D. TACAN				
29E. GPS				
30. Circling Approach				
31. Missed Approach				
INSTRUCTOR	X	X	X	
32. Instructor Ability		X		
32A. Demonstration of Maneuvers		X		
32B. Student Briefing/Critique		X		
AC CERTIFICATION (Initial AC Only)	X	X	X	
33. Aircraft Commander Responsibilities				
34. Enroute Procedures/Fuel Conservation				
35. Descent/Arrival				
36. Landing				
37. Post-Flight/RON Procedures				
38. Authentication/Aircraft Security				
39. Engines Running On/Offload				
AIR REFUELING	X	X	X	
40. Receiver A/R-General				
40A. Rendezvous				
40B. Closure				
40C. A/R Position/Control				
40D. Overrun Procedures				
40E. Breakaway Procedures				
40F. A/R Emergency Procedures(verbal)				
40G. Right Seat A/R & Limits (IP only)				
TACTICS	X	X	X	
41. Knowledge of Tactical Procedures				
42. Tactical Maneuvers				
42A. Departure				
42B. Arrival-Low				
42C. Arrival-High				
UNIT				

Attachment 3

FLIGHT ENGINEER FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A3.1. C-5 Flight Engineer Flight Evaluation Worksheet.

COMMENTS:

A. Mission Description.

B. Discrepancies.

C. Recommended Additional Training.

D. Additional Comments.

Reviewing Officer's Remarks:

Approving Officer's Remarks:

Additional Reviews:

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

