BY ORDER OF THE COMMANDER
AIR COMBAT COMMAND

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11-2CAP-USAF, Volume 2

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Flying Operations

CAP-USAF AIRCREW EVALUATION CRITERIA

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SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. This revision includes evaluation criteria for new currency requirements in 11-2CAP-USAF, Volume 1, *CAP-USAF Aircrew Training,* adds an First Pilot (FP) category for Senior Officer Qualification and updates evaluation criteria from previously existing currency requirements.

Chapter 1

GENERAL

1.1. Conducting Evaluations. CAP-USAF will conduct all evaluations according to the provisions of AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program,* and this manual.

1.2. Procedures:

1.2.1. Flight examiners (FEs) will use the evaluation criteria in **Chapter 3** for conducting flight and emergency procedures evaluations (EPEs). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the evaluation requirements and criteria in this publication.

1.2.2. IAW with AFMAN 11-202V2_ACCSUP, *Aircrew Standardization and Training Evaluation Program*, the six-month periodic evaluation eligibility period begins the first day of the 12th month following the inflight portion of the last evaluation. This is the latest date recorded in section III of the examinee's last AF Form 8, *Certification of Aircrew Qualification*.

1.2.2.1. For example: if the latest date in section III of the examinee's last AF Form 8 is 29 January, the eligibility period is from 1 January to 30 June.

1.2.3. For periodic evaluations, examinees shall attempt to accomplish the inflight portion no later than the end of the fourth month of the eligibility period. When the inflight portion of the evaluation is scheduled, examinees shall inform CAP-USAF/Standardization and Evaluation (CAP-USAF/DOV) of the planned date for tracking purposes.

1.2.4. For Mission Pilot (MP) evaluations, the examinee typically occupies the left seat. For Instructor Pilot (IP) evaluations, the examinee typically occupies the right seat. The FE may dictate other seating arrangements to better meet mission requirements.

1.2.5. The examinee will accomplish required flight planning for the evaluation and will furnish the FE a copy of necessary mission data and maps (as required).

1.2.6. Debriefs will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. If the overall grade is Q-2 or Q-3, the FE must notify CAP-USAF/DOV.

1.3. Grading Instructions:

1.3.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations from tolerances are acceptable, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the area grade.

1.3.2. FEs will use evaluation criteria in **Table 1.1** and **Table 3.1** to determine individual area grades. FEs must use judgement when the evaluation criterion is subjective or the specific situation is not covered. When individual areas are performed well above the grading criteria standards document in section VIII of the AF Form 8, stating performance in the area was commendable.

1.3.3. FEs will derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFMAN 11-202V2, this manual, and FE judgement. If the examinee receives an unqualified grade in any of the critical areas identified in **Table 2.2**, the FE will assign an overall flight evaluation grade of unqualified (Q-3).

1.3.4. Critical areas require accomplishment by the examinee in order to successfully complete the evaluation. Critical areas are identified in **Chapter 3**. Grade critical areas as "Q" or "U".

1.3.5. The general evaluation criteria in **Table 1.1** apply during all phases of flight (except as noted in **Table 3.1** for specific events).

Table 1.1. General Evaluation Criteria.

ITEM	A	B	C	D
	General Area	**Q**	**Q-**	**U**
1	Altitude	±100 feet	±150 feet	Exceeds Q-limits
2	Airspeed	+10 knots	±15 knots	
3	Heading	Rolls out and maintains ±5 degrees of desired heading	Rolls out and maintains ±10 degrees of desired heading	

1.4. Emergency Procedures Evaluation. FEs will administer an oral or action-based EPE on the ground or in flight.

1.4.1. The FE will include an evaluation of the following items on the EPE:

1.4.1.1. General Knowledge. Evaluate aircraft systems and operating procedures, the national airspace system, and non-towered airfield operations.

1.4.1.2. Emergency Procedures. Evaluate all BOLDFACE or critical action procedures and at least one emergency procedure.

1.4.2. If an examinee receives an overall unqualified grade (Q-3) because of an unsatisfactory EPE, units will not permit the examinee to fly in any aircrew position until they complete a successful reevaluation.

1.4.3. For each EPE graded "qualified with additional training required," the FE will indicate whether the additional training must be accomplished before the next flight.

1.5. Completing AF Form 8. Evaluators record aircrew member qualifications using the AF Form 8 IAW AFMAN 11-202V2.

1.5.1. With the exception of restrictions, exceptionally qualified designations, or commander-directed downgrades, place all comments on the reverse side of the AF Form 8.

1.5.2. Record additional aircraft certifications not requiring a flight evaluation on AF Form 4348, *USAF Aircrew Certifications* and maintain in the flight evaluation folder.

Chapter 2

EVALUATION REQUIREMENTS

2.1. General. There are four types of evaluations in CAP-USAF aircraft: qualification (QUAL), instrument (INSTM), instructor (INSTR), and SPOT. Because CAP-USAF aircrew do not perform operational CAP missions, there is no mission evaluation. Evaluations include requisites and required areas. **Table 2.1** indicates what requisites required for each type of evaluation. **Table 2.2** prescribes required areas for each type of flight evaluation.

2.1.1. For evaluation purposes, all CAP-USAF aircraft fall under a single USAF mission design series and require only one periodic evaluation. When additional aircraft equipment certifications are required according to ACCMAN 11-2CAP-USAFV1 they are documented on an AF Form 4348.

2.1.2. When it is impossible or impractical to evaluate a required area in flight, the FE may evaluate it by oral examination to complete the evaluation IAW **Table 2.2** Document areas accomplished by oral evaluation in section VIII of the AF Form 8.

2.1.3. Because required publications are maintained on aircrew iPads® by CAP-USAF/DOV, a publications check may consist of ensuring the examinee's iPad® is updated and synchronized.

2.2. Requisites.

2.2.1. **Table 2.1** indicates the minimum requisites for each type of evaluation. When periodic evaluations are combined, accomplish all requisites for each evaluation and document in section II. of the AF Form 8. For scheduled flight evaluations in the eligibility period, the examinee will complete all requisites prior to accomplishing the inflight portion of the examination. For unscheduled SPOT evaluations in the eligibility period that will count for QUAL, INSTM, or INSTR evaluations, the examinee should complete all requisites no later than 30 calendar days after the SPOT evaluation.

Table 2.1. Evaluation Requisites.

ITEM	A	B	C	D	E
	Requisite	**QUAL**	**INSTM**	**INSTR**	**SPOT**
1	Open Book Exam	R		R	
2	Closed Book Exam	R			
3	Instrument Exam		R		
4	BOLDFACE Exam	R			
5	EPE	R			
Legend: R = Required					

2.2.2. If ITEM 1, 2, or 3 is failed, the exam will be re-accomplished until a Q grade is achieved. The failures will be documented in section II. of the AF Form 8.

2.2.3. If ITEM 4 or 5 is failed, the evaluation will receive an overall grade of unqualified (U). A successful completion of ITEM 4 or 5 is required for requalification.

2.3. Pilot Evaluations. All pilot evaluations are INSTM/QUAL evaluations. Area navigation (RNAV) approaches will not satisfy both precision and non-precision approach requirements on evaluations (i.e., at least one of the approaches will be non-RNAV) unless there are no traditional approaches available within a reasonable distance.

2.3.1. The following may be used to satisfy the precision approach requirement:

2.3.1.1. Precision approach radar (PAR)

2.3.1.2. Instrument landing system (ILS)

2.3.1.3. RNAV localizer performance with vertical guidance (LPV) decision altitude (DA), if Wide-Area Augmentation System (WAAS) equipment is on the aircraft.

2.3.2. The following may be used to satisfy the non-precision approach requirement:

2.3.2.1. Airport surveillance radar (ASR)

2.3.2.2. Very high frequency omnidirectional range (VOR)

2.3.2.3. Localizer (LOC)

2.3.2.4. RNAV lateral navigation (LNAV) (All LNAV variations)

2.4. Instructor Pilot Evaluations. To initially qualify as an instructor, a pilot must successfully complete a dedicated initial instructor evaluation. Subsequently, pilots designated as instructors will be evaluated on their ability to instruct during all periodic evaluations. If all requisites and required items are completed for an INSTM/QUAL evaluation during an Initial Instructor (INIT INSTR) evaluation, the evaluation may also be counted as an INSTM/QUAL evaluation, even if it takes place prior to the eligibility period of the aircrew's INSTM/QUAL evaluation. The FE will act as a student for the purpose of evaluating the examinee's instructional ability.

Table 2.2. Evaluation Requirements.

AREA	A	B	C	D
	Title	Crew Position		
		FP	MP	IP
	PREFLIGHT			
1	Mission Planning	R	R	R
2	Mission Briefing	R	R	R
3	Ground Operations	R	R	R
	GENERAL			
4	Takeoff	R	R	R

5	Departure	R	R	R
6	Clearing	R	R	R
7	Level Off	R	R	R
8	Cruise/Navigation	R	R	R
9	In-Flight Checks	R	R	R
10	In-Flight Planning/Area Orientation	R	R	R
11	Communications	R	R	R
12	Crew Coordination	R	R	R
13	Risk Management/Decision making	R	R	R
14	Task Management	R	R	R
15	Debriefing	R	R	R
16	Airmanship **(Critical)**	R	R	R
17	Safety **(Critical)**	R	R	R
18	Aircrew Discipline **(Critical)**	R	R	R
19	Situational Awareness **(Critical)**	R	R	R
	AREA WORK			
20	Steep Turns	R	R	R
21	Power-on Stalls	R	R	R
22	Power-off Stalls (Traffic Pattern Stalls)	R	R	R
23	Slow Flight	R	R	R
24	Unusual Attitude Recovery	R	R	R
25	High SFL		R	R
	TRAFFIC PATTERN OPERATIONS			
26	Arrival and Traffic Entry	R	R	R
27	Normal Pattern	R	R	R
28	Landing – Partial Flap	R	R	R
29	Landing – No Flap	R	R	R
30	Go-Around/Balked Landing	R	R	R
31	Touch-and-Go Procedures	R	R	R
32	Simulated Forced Landing Pattern		R	R
33	Non-towered Operations	D	R	R

	SHORT AND SOFT FIELD OPERATIONS			
34	Takeoff - Short Field		R	R
35	Takeoff - Soft Field		R	R
36	Landing - Short Field		R	R
37	Landing - Soft Field		R	R
	INSTRUMENTS			
38	En Route Aircraft Control	R	R	R
39	Holding/Procedure Turn	D	D	D
40	En Route Descent	R	R	R
41	Intercept/Maintain Course	D	D	D
42	Precision Approach	R	R	R
43	Non-precision Approach	R	R	R
44	Circling Approach	D	D	D
45	Missed Approach/Climbout	R	R	R
46	Transition to Land/Landing	R	R	R
	GENERAL KNOWLEDGE			
47	Emergency Procedures	R	R	R
48	General Knowledge	R	R	R
	INSTRUCTION			
49	Briefing/Debriefing			R
50	Demonstration of Maneuvers			R
51	Instructor Knowledge			R
52	Ability to Instruct			R
53	Grading Practices			R

Legend:

R – Required; D – Required, but Debrief only is acceptable if not able to accomplish on flight

Chapter 3

EVALUATION CRITERIA

3.1. Evaluation Criteria. To ensure standard and objective evaluation, use the grading criteria in **Table 3.1** for required proficiency standards.

Table 3.1. Evaluation Criteria.

AREA	A	B	C	D
	Title	Grading Criteria		
		Q	Q-	U
1	Mission Planning	Developed a plan to complete all mission requirements in a timely manner and IAW all applicable directives. Prepared alternate if flight couldn't be completed as planned. Read and initialed all items in the flight crew information file (FCIF) or read files.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF.
2	Mission Briefing:	Clearly outlined mission objectives and requirements. Utilized briefing guide produced by CAP-USAF/DOV	Did not clearly outline minor mission objectives or requirements. Utilized briefing guide produced by CAP-USAF/DOV	Did not clearly outline major mission objectives or requirements. Did not utilize briefing guide produced by CAP-USAF/DOV

3	Ground Operations	Completed all systems preflight/inspections IAW technical orders, checklists, and instructions. Individual technique complied with established procedures.	Minor deviations from established systems pre-flight/inspection. Individual technique was safe but deviated from established procedures.	Failed to preflight critical component or could not conduct a satisfactory preflight/ inspection. Individual technique was unsafe and/or caused major deviations from established procedures.
4	Takeoff	Accomplished all pre-takeoff checklists. Maintained runway alignment ±10 feet during takeoff. Rotated -0 to +10 KIAS of rotation speed. Accomplished After Takeoff and Climb checklist prior to exceeding aircraft limits and no later than 1500 ft AGL.	Accomplished all pre-takeoff checklists with minor errors. Runway alignment was ±15 feet. Rotated -0 to +15 knots KIAS of rotation speed. Accomplished After Takeoff and Climb checklist after 1500 ft AGL, but prior to 2500 ft AGL	Did not accomplish all pre-takeoff checklists without major errors. Takeoff was potentially dangerous. Excessive deviation from intended flight path. Takeoff and Climb checklist was not performed or performed later than 2500 ft AGL
5	Departure	Executed departure as published or directed and complied with all restrictions.	Minor deviations in airspeed and navigation occurred during completion of departure.	Failed to comply with published or directed departure instructions.

6	Clearing	Effectively used visual scans, radios, and aircraft instrumentation to clear conflicts and predict potential conflicts.	Was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate, and actions were not taken to reduce possible conflicts.
7	Level Off	Level off was smooth. Promptly established proper cruise airspeed.	Level off was erratic. Was slow in establishing proper cruise airspeed.	Level off was erratic. Had excessive delay or failed to establish proper cruise airspeed.
8	Cruise/Navigation	Correctly used navigation procedures. Ensured navigation aids were properly set and verified. Complied with clearance instructions. Aware of position at all times.	Made minor errors in navigation procedures. Some deviations in setting or verifying navigation aids. Slow to comply with clearance instructions. Occasional loss of positional awareness.	Made major errors in navigation procedures. Did not set and/or verify navigation aids correctly. Frequent loss of positional awareness. Exceeded parameters for Q-.
9	In-Flight Checks	Completed all checklist items correctly and at the proper point in the mission.	Minor deviations or omissions during checks that did not detract from mission accomplishment.	Major deviations or omissions in checks that detracted from mission accomplishment.

10	In-Flight Planning and Area Orientation	Actively monitored fuel throughout the mission and complied with all established fuel requirements. Adhered to briefed joker/bingo fuels. Adjusted mission profile to comply with time or fuel limitations, weather, and area limits.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for time or fuel limitations, weather, and area limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management prevented mission accomplishment.
11	Communication/ Transponder Procedures	Complied with and acknowledged all required instructions. Inter-cockpit communication was clear and concise. Used appropriate transponder procedures IAW directives.	Same as Q criteria but with minor deviations that caused delays or confusion that did not significantly impact mission accomplishment or safety of flight.	Unclear or confusing inter-cockpit, radio communication, or transponder use significantly impacted mission accomplishment or safety of flight.
12	Crew Coordination	Effectively coordinated with other crewmember through-out the mission. Focused crew attention on task at hand. Solicited inputs from other crewmembers, or outside agency when appropriate.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or inter-action resulted in degraded crew or mission efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
13	Risk Management/ Decision making	Accurately identified risks and applied mitigation procedures during mission planning and during flight. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying or mitigating risk. Poorly communicated decisions that did not affect safety of mission accomplishment.	Did not identify or mitigate risks during mission planning or flight. Decision making seriously degraded mission accomplishment or safety of flight.

14	Task Management	Correctly prioritized and managed multiple tasks based on existing and new information that assured mission success.	Made minor errors in prioritization or management of tasks that did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or safety of flight.
15	Debriefing	Thoroughly debriefed applicable portions of the mission. Compared mission results with briefed objectives and debriefed deviations. Offered corrective guidance as appropriate.	Performed a limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.	Did not debrief mission deviations or offer corrective guidance.
16	Airmanship **(Critical)**	Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	note 1	Poor decisions resulted in failure to accomplish the assigned mission. Demonstrated poor judgment that compromised safety.
17	Safety **(Critical)**	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	note 1	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
18	Aircrew Discipline **(Critical)**	Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	note 1	Failed to exhibit strict flight or crew discipline. Violated flight restrictions or established procedures.

19	Situational Awareness **(Critical)**	Aware of flight, weather, fuel, traffic, and airport conditions during sortie. Never exceeded the capability to safely control the aircraft. Prioritization of flight requirements assured mission success.	note 1	Misanalysis of flight conditions and failure to prioritize compromised safety or mission accomplishment.
20	Steep Turns	Smooth and positive control inputs. Bank angle was greater than or equal to 45°and less than or equal to 60°. Performed 360° turns in both directions. Altitude ±100 feet. Rollout heading ±10° of designated visual reference. Remained coordinated throughout the maneuver.	Unstable control inputs. Bank angle sustained outside of Q criteria. Did not perform 360° turns in both directions. Altitude ±200 feet. Rollout heading ±15° of designated visual reference. Did not remain coordinated throughout the maneuver.	Exceeded Q- criteria. Failed to make appropriate corrections.
21	Power-On Stall	Recovered at first indication of full stall to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall. Remained coordinated throughout maneuver.	Delayed recovery well into full stall. Entered a secondary stall. Delayed recognition and correction of uncoordinated flight.	Failed to recognize stall indications. Aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits.

22	Power-Off Stall	Recovered properly at first impending stall indication with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall. Remained coordinated throughout.	Delayed recovery beyond the first impending stall indication. Allowed the aircraft to enter a secondary stall. Delayed recognition and correction of uncoordinated flight.	Failed to recognize impending stall indications. Misapplied flight control and throttle inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits.
23	Slow Flight (**note 3)**	Maintained airspeed of slow flight airspeed -0 to +5 KIAS. Altitude was ±50 feet. Used sufficient rudder to remain coordinated throughout the maneuver.	Maintained slow flight airspeed -5 to +10 KIAS. Altitude was ±100 feet. Used insufficient rudder to remain coordinated throughout the maneuver.	Maintained deviations in excess of Q- criteria.
24	Unusual Attitude Recovery	Made expeditious recovery to level flight with minimum altitude loss and without stalling or exceeding aircraft limits.	Was slow to analyze attitude or erratic in recovery to level flight. Correct recovery procedures used.	Was unable to determine attitude. Used improper recovery procedures. Exceeded aircraft limits. Lost excessive altitude during recovery.
25	High SFL	Verbalized and physically simulated BOLDFACE procedures. Complied with flight manual and operational procedures. Established and maintained appropriate glide speed ± 10 KIAS. Managed energy and configuration to place the aircraft in a position to safely land in a suitable field or runway environment.	Made minor procedural errors. Glide speed off appropriate by more than ±10 KIAS. Required unnecessary maneuvering due to minor errors in planning or judgment. Placed the aircraft in a position to safely land in a suitable field but with a longer than desired planned touchdown point.	Failed to complete BOLDFACE procedures. Made major procedural errors. Judgment was unsafe. Excessive maneuvering was required. Glide speed off appropriate by more than ±15 KIAS. Touchdown point or field would not have allowed a safe landing.

26	Arrival and Traffic Entry	Performed visual flight rules (VFR) arrival and traffic pattern entry IAW procedures and techniques outlined in flight manual, operational procedures, and local directives.	Performed VFR arrival and traffic pattern entry with minor deviations to procedures and techniques outlined in flight manual, operational procedures, and local directives.	VFR arrival or traffic pattern entry was not performed according to procedures and techniques outlined in the flight manual, operational procedures, and local directives.
27	Normal Pattern	Properly analyzed pattern winds. Established climb airspeed -0 to +10 KIAS, before start of turn to crosswind. Maintained airspeed -0 to +10 KIAS, while on downwind. Maintained pattern altitude ±100 feet prior to the base turn. Complied with published directives.	Misanalysis of pattern winds resulted in wide/ tight downwind or long/short final. Attained climb speed, -5 to +15 KIAS, before start of turn to cross-wind. Airspeed on downwind was -5 to +15 KIAS. Maintained pattern altitude ±200 feet prior to the base turn.	Exceeded Q- criteria.
28	Partial Flap Landing	Properly analyzed winds. Aircraft was properly configured. Final turn and final airspeed were -0 to +10 KIAS. Maintained proper runway alignment (±10 feet) and touchdown was within ±250 feet of the intended touchdown point. Braking was smooth and effective. Pitch attitude at touchdown was slightly higher than the pitch attitude used for takeoff.	Landing affected by improperly analyzed winds. Final turn and final airspeed -5 to +15 KIAS. Runway alignment ±15 feet. Touched down outside ±250 feet from the intended touchdown point. Incorrect pitch attitude at touchdown led to incomplete flare, ballooning, or hard touchdown. Braking was erratic or rough.	Exceeded Q- criteria. Configuration was improper.
29	No-Flap Landing			

30	Go-Around/Balked Landing	Initiated and performed go-around/balked landing promptly IAW operational procedures and directives.	Was slow to initiate go-around/balked landing or procedural steps.	Did not initiate go-around/balked landing when appropriate or directed. Techniques were unsafe or applied incorrect procedures.
31	Touch-and-Go Procedures	Maintained runway alignment ±10 feet. Application of power, cross-check of engine instruments, configuration changes, and runway alignment during takeoff phase were smooth and timely.	Maintained runway alignment ±15 feet. Application of power, cross-check of engine instruments, configuration changes, during the takeoff phase was slow.	Deviations from runway alignment exceeded 15 feet. Application of power, cross-check of engine instruments, configuration changes significantly late, incorrect, or did not occur.
32	Simulated Forced Landing – Traffic Pattern **(note 4)** a. Zone 2 b. Zone 3 c. Zone 4	Verbalized and physically simulated BOLDFACE procedures. Complied with flight manual and operational procedures. Established and maintained appropriate glide speed ± 10 KIAS. Managed energy and configuration to place the aircraft in a position to safely land in a suitable field or runway environment.	Made minor procedural errors. Glide speed off appropriate by more than ±10 KIAS. Required unnecessary maneuvering due to minor errors in planning or judgment. Placed the aircraft in a position to safely land in a suitable field or runway environment but with a longer than desired planned touchdown point.	Failed to complete BOLDFACE procedures. Made major procedural errors. Judgment was unsafe. Excessive maneuvering was required. Glide speed off appropriate by more than ±15 KIAS. Touchdown would not have allowed a safe landing.
33	Non-towered Operations	Properly applied FAR/AIM procedures for non-towered operations.	Had some deficiencies in depth of knowledge or comprehension of how to properly apply FAR/AIM procedures for non-towered operations.	Unable to properly apply FAR/AIM procedures for non-towered operations.

34	Takeoff - Short Field	Runway alignment ±10 feet. Accelerated down runway with elevator slightly tail low. Rotated -0 to +10 knots of rotation speed. Climbed at V_X until 50 feet AGL or clear of actual obstacle (whichever is higher), then accelerated to normal climb speed. Slowly retracted the flaps at POH recommended speed.	Made minor procedural deviations that did not detract from the takeoff. Control was rough or erratic. Runway alignment ±15 feet. Rotated -0 to +15 KIAS of rotation speed. Delayed flap retraction.	Takeoff was potentially dangerous or deviated excessively from intended flight path. Exceeded aircraft or systems limitations. Raised flaps at an unsafe airspeed. Failed to establish proper climb attitude.
35	Takeoff - Soft Field **(note 2)**	Runway alignment ±10 feet. Applied appropriate aft elevator to unload force on the nose wheel during ground roll. Lowered nose as soon as airplane became airborne and accelerated in ground effect to a climb speed. Retracted the flaps at an appropriate speed after obstacles were cleared.	Made minor procedural deviations. Control was rough or erratic. Runway alignment ±15 feet. Delayed applying aft elevator to unload force on the nose wheel during ground roll. Delayed flap retraction hindered climb performance.	Takeoff was potentially dangerous or deviated excessively from intended flight path. Exceeded aircraft or systems limitations. Lack of aft elevator caused excessive stress on the nose wheel during ground roll. Raised flaps at an unsafe airspeed. Failed to establish proper climb attitude.

36	Landing - Short Field	Properly analyzed winds. Established aircraft configuration and speeds per the POH. Final turn and final airspeed were -0 to +10 KIAS. Runway alignment ±10 feet. Touched down in the first 400 feet of a designated landing point. Throttle was closed at touchdown. Raised flaps, applied aft elevator pressure, and applied maximum brake pressure without skidding tires.	Landing affected by improperly analyzed winds. Final turn and final airspeed -5 to +15 KIAS. Runway alignment ±15 feet. Touched down safely beyond the first 400 feet of a designated landing point. Throttle was not closed at touchdown. Improper post landing braking and weight transfer resulted in an increased landing roll or tire skidding.	Exceeded Q- criteria. Configuration was improper.
37	Landing - Soft Field **(note 2)**	Properly analyzed winds. Established aircraft configuration and speeds per the POH. Final turn and final airspeed -0 to +10 KIAS. Maintained proper runway alignment (+10 feet) and touchdown was within ±250 feet of the intended touchdown point. Power reduced slowly and no braking was used. Held elevator back pressure to reduce down force on the nose wheel.	Landing affected by improperly analyzed winds. Final turn and final airspeed -5 to +15 KIAS. Runway alignment ±15 feet. Touched down outside +250 feet from the intended touchdown point. Use of brakes and ineffective use of elevator caused nose wheel to touchdown early or with excessive force.	Exceeded Q- criteria. Configuration was improper
38	En Route Aircraft Control	Aircraft control was smooth and positive. Maintained airspeed ±10 KIAS, altitude ±150 feet, and heading ±5 degrees of desired.	Erratic aircraft control resulted in minor deviations. Maintained airspeed ±30 knots, altitude ±300 feet, and heading ±10 degrees of desired.	Exceeded Q- criteria. Consistently deviated from airspeed, altitude, and (or) heading.

39	Holding	Executed entry and holding IAW published procedures and directives.	Made minor errors that did not detract from safety.	Exceeded Q- criteria. Did not comply with published procedures and directives.
40	En Route Descent	Executed descent as directed. Complied with all restrictions. Remained position oriented.	Executed descent as directed with minor deviations.	Executed descent with major deviations. Did not comply with restrictions.
41	Intercept/Maintain Course	Complied with basic control standards. Established a valid intercept. Maintained course ±5 degrees.	Maintained course ±10 degrees, not to exceed 5 miles.	Exceeded Q- criteria.

42	Precision Approach	Executed approach as published IAW the flight manual. Made smooth and timely corrections to azimuth and glide slope to remain within one dot (ILS/LPV),or maintained glidepath with only minor deviations and heading within 5 degrees of controller instructions (PAR). Airspeed was -0 to +10 KIAS. Complied with DA or decision height (DH), as appropriate. Position at DA/DH would have permitted a safe landing.	Minor deviations did not detract from the approach. Slow to make corrections or initiate procedures. Glide slope was within one dot low or two dots high, and azimuth was within two dots (ILS/LPV), or glidepath never exceeded well above or below glidepath, and heading was within 10 degrees of controller instruction (PAR). Airspeed was -5 to +15 KIAS and glide slope was within one dot low or two dots high. Position at DA/DH would have permitted a safe landing.	Exceeded Q- limits. Performed procedures with major deviations. Made erratic corrections. Did not comply with DA/DH, or position at DA/DH would not have permitted a safe landing.
43	Non-precision Approach	Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at minimum descent altitude (MDA) (+100 to -0 feet) at or before the visual descent point. Maintained less than one dot deflection (LOC/LNAV), course within 5 degrees (VOR), or heading within 5 degrees of controller instructions (ASR). Airspeed was -0 to +10 KIAS. Position at the visual descent point (VDP) would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (+150 to -0 feet) at or before the missed approach point (MAP), but past the visual descent point. Maintained within two dots deflection (LOC/LNAV), course within 10 degrees (VOR), or heading within 10 degrees of controller instructions (ASR). Airspeed was -5 to +15 KIAS. Position at the MAP would have permitted a safe landing.	Exceeded Q- limits. Did not comply with procedures, restrictions, and controller instructions. Maintained steady-state flight below the MDA. Could not land safely from the approach.

44	Circling Approach	Executed approach IAW the flight manual and AFMAN 11-202, Volume 3. Maintained minimum recommended circling airspeed until established on final. Maintained circling minimums and visual meteorological conditions until acquisition of visual glidepath. Smoothly positioned the aircraft for a safe landing.	Aircraft control was not consistently smooth but safe. Made minor deviations that did not detract from the approach. Maintained circling minimums and visual meteorological conditions until acquisition of visual glidepath. Runway displacement was adequate, but not optimum, and did not require a missed approach.	Approach was not flown IAW the flight manual or AFMAN 11-202, Volume 3. Aircraft control was erratic. Failed to correct large deviations in airspeed or altitude. Displacement was not adequate to allow safely aligning with the landing runway and a missed approach was required.
45	Missed Approach/ Climbout	Executed missed approach or climb out as published or directed IAW flight manual procedures.	Executed missed approach or climb out with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach or climb out with major deviations. Did not comply with applicable directives or procedures.
46	Transition to Land/Landing	Smooth and timely transition based on computed visual descent point or where runway environment visually acquired. Maintained runway alignment and touch-down speed was -5 to +10 KIAS, 500 to 2,000 feet from the runway threshold.	Slow transition led to a steeper-than- desired final, but appropriate corrections were made. Excessive power and pitch inputs resulted in a long or short landing.	Late transition or attempt to land in the "normal" landing zone led to an excessive "duck under." Improper calculation of visual descent point or excessively late transition prevented landing out of the approach.

47	Emergency Procedures	Correctly and immediately responded to BOLDFACE or critical action procedures and non-BOLDFACE emergency situations. Effectively used checklist.	Response to BOLDFACE or critical action procedures was correct but response to non-BOLDFACE procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made incorrect response for BOLDFACE or critical action procedures. Unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or content.
49	b. Flight Rules and Procedures	Had thorough knowledge of flight rules and procedures.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules or procedures.
	c. Local Area Procedures	Had a thorough knowledge of local procedures.	Had limited knowledge of local procedures.	Had inadequate knowledge of local procedures.
49	Briefing/ Debriefing	Presented a comprehensive, instructional briefing or debriefing that encompassed all mission events. Made excellent use of training aids. Gave an excellent analysis of all events or maneuvers. Clearly defined objectives.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers.	Made major errors or omissions in briefing or debriefing. Did not use training aids or reference material effectively. Failed to define or evaluate mission objectives.
50	Demonstration of Maneuvers	Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.

51	Instructor Knowledge	Demonstrated in- depth knowledge of procedures, requirements, aircraft systems, performance characteristics, and mission beyond that expected of non-instructors.	Had deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems, performance characteristics, or mission.	Was unfamiliar with procedures, requirements, aircraft systems, performance characteristics, or mission. Lack of knowledge seriously detracted from instructor effectiveness.
52	Ability to Instruct	Instruction or evaluation was accurate, effective, and timely. Clearly defined all mission requirements and any additional training or corrective action. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct. Was unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Was not aware of aircraft or mission situation at all times.
53	Grading Practices	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

Notes:

1. Because this area is critical, Q- is not applicable.
2. Procedure may be evaluated on hard surface runways.
3. For Item #23 (Slow Flight), the evaluator will randomly select the flap configuration during the pre-brief. Only one flap configuration for Slow Flight will be evaluated.
4. For Item #32 (SFL – Pattern), the evaluator will randomly select which Zone to be accomplished on the evaluation during the pre-brief. Only one Pattern SFL will be evaluated.

David B. LYONS, Maj General, USAF
Director of Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

10 USC § 9013, *Secretary of the Air Force*

ACCMAN 11-2CAP-USAFV1, *CAP-USAF Aircrew Training*, 26 May 2023

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFMAN 11-202V2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

AFMAN 11-202V2_ACCSUP, *Aircrew Standardization and Evaluation Program*, 19 August 2022

AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFPD 11-2, *Aircrew Operations*, 31 January 2019

Prescribed Forms

None

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 4348, *USAF Aircrew Certifications*

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AIM—Aeronautical Information Manual

ARMS—Aviation Resource Management System

ASR—Airport Surveillance Radar

CAP-USAF—Civil Air Patrol-United States Air Force

DA—Decision Altitude

DME—Distance Measuring Equipment

EPE—Emergency Procedures Evaluation

FAR—Federal Aviation Regulations

FCIF—Flight Crew Information File

FE—Flight Examiner

FP—First Pilot

ILS—Instrument Landing System

INSTM—Instrument Evaluation

INSTR—Instructor Evaluation

IP—Instructor Pilot

KIAS—Knots Indicated Airspeed

LOC—Localizer

LNAV—Lateral Navigation

LPV—Localizer Performance with Vertical Guidance

MAP—Missed Approach Point

MDA—Minimum Descent Altitude

MP—Mission Pilot

NM—Nautical Miles

PAR—Precision Approach Radar

RNAV—Area Navigation

Q—Qualified

QUAL—Qualification

SFL—Simulated Forced Landing

VFR—Visual Flight Rules

VOR—Very High Frequency Omnidirectional Range

WAAS—Wide Area Augmentation System

Office Symbols

ACC/A3T—Air Combat Control Flight Operations Division

CAP-USAF/CC—Civil Air Patrol-United States Air Force Commander

CAP-USAF/DO—Civil Air Patrol-United States Air Force Director of Operation

CAP—USAF/DOV—CAP-USAF/Standardization and Evaluation