

**BY ORDER OF THE COMMANDER  
AIR EDUCATION AND TRAINING  
COMMAND**



**AIR EDUCATION AND TRAINING  
COMMAND MANUAL 11-2AA,  
VOLUME 2**

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***Flying Operations***

**AIR ADVISOR AIRCREW EVALUATION  
CRITERIA**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This manual implements Air Force Manual (AFMAN) 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*. It provides guidance and procedures on training AETC air advisor aircrew, including students in AETC Air Advisor Flight Training courses. It applies to AETC-assigned conventional force air advisors. This manual does not apply to the United States Space Force (USSF) personnel. This manual does not apply to the Air National Guard (ANG) and Air Force Reserve Command (AFRC) personnel and units, except when AFRC and ANG personnel are assigned as air advisors going through AETC non-USAF aircraft qualification courses. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by 5 United States Code, Section 552a, as amended; departmental regulations, 37 United States Code; and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, as amended. The Privacy Act System of Records Notice F011 AF XO A, Aviation Resource Management System (ARMS), covers required information and is available at <http://dpclo.defense.gov/Privacy/SORNs.aspx>. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Submit suggested changes to this supplement on an DAF Form 847, *Recommendation for Change of Publication*, through command standardization and evaluation (stan/eval) channels through AETC/A3XF Workflow ([AETC.A3XF.WORKFLOW@us.af.mil](mailto:AETC.A3XF.WORKFLOW@us.af.mil)) to AETC/A3/6. Forward proposed unit-level supplements to this instruction to AETC/A3XF

Workflow via email ([AETC.A3XF.WORKFLOW@us.af.mil](mailto:AETC.A3XF.WORKFLOW@us.af.mil)) for coordination before publication. Unless otherwise specified, AETC/A3X is the waiver authority for this instruction. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Department of the Air Force.

### ***SUMMARY OF CORRECTIVE ACTIONS***

Table A2.5. has been corrected.

### ***SUMMARY OF CHANGES***

This document has been substantially revised and should be completely reviewed. Major changes include the use of attachments to outline Mission Design Series (MDS) specific evaluation criteria.

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## Chapter 1

### ROLES AND RESPONSIBILITIES

**1.1. General.** This manual provides flight examiners (FE) and aircrews with procedures and evaluation criteria/tolerances to be used during flight evaluations as specified in AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews. Military, civilian and contractor flight examiners (FE) use this AETCMAN when conducting aircrew evaluations.

#### **1.2. HQ Air Education and Training Command (AETC).**

1.2.1. Designates AETC/A3X as functional division to execute the MAJCOM's responsibilities as lead for air advisor education and training oversight IAW AFI 10-4301, Volume 1, *Air Advisor Education and Training*.

1.2.2. Designates AETC/A3X as the Non-USAF Aircraft air advisor Stan/Eval function.

**1.3. AETC Operations and Communications Directorate (AETC/A3/6).** Serves as the waiver authority for the contents of this manual. Waiver requests should be submitted through AETC/A3XF to AETC/A3/6.

#### **1.4. AETC Future Operations Division (AETC/A3X).**

1.4.1. Designates AETC/A3XF as Stan/Eval function for all air advisor flight training programs.

1.4.2. Designates AETC/A3XF as the OPR for this manual.

1.4.3. Ensures all AETC/A3XF and additional duty flight examiners are appointed in writing and applicable multiple qualification documentation is accomplished and posted in each flight examiner's Flight Evaluation Folder (FEF).

#### **1.5. AETC Non-USAF Aircraft Aircrew Training Branch (AETC/A3XF).**

1.5.1. Monitors and reviews air advisor Stan/Eval programs ensuring policies, guidance, and manuals are adequate.

1.5.2. Develops this manual consistent with the USAF Stan/Eval Program and unique air advisor requirements.

1.5.3. Coordinates operational procedures, evaluation criteria, and guidance published in this manual with Combatant Commands and Major Commands or other applicable users as required.

1.5.4. Develops and maintains forms required for flight evaluations.

1.5.5. Convenes conferences and working groups, as necessary to review and improve air advisor Stan/Eval procedures.

1.5.6. Ensures flight evaluation are administered in accordance with AFMAN 11-202V2 and this publication.

**1.6. Flight examiners.**

1.6.1. FEs will brief the examinee on the conduct, purpose, and requirements of the evaluation, as well as all applicable evaluation criteria, prior to flight.

1.6.2. FEs will ensure all required training and evaluation requisites are complete prior to initial or requalification evaluations.

1.6.3. FEs will thoroughly debrief or critique all aspects of the flight. During the critique, the FE will review the examinee's overall rating, specific deviations, area/subarea grades assigned, and any additional training required.

1.6.4. FEs will report deviations or discrepancies from established procedures or directives in any area to HQ AETC/A3XF.

1.6.5. FEs will debrief the AETC/A3XF Branch Chief or Stan/Eval Chief on all evaluations.

## Chapter 2

### EVALUATIONS

**2.1. General.** The general grading criteria contained in this manual applies to all aircraft, crew positions and evaluations. MDS and crew position specific grading criteria can be found in the MDS specific attachment. The examinee must satisfactorily demonstrate the ability to perform required duties safely and effectively. This includes appropriate aircraft systems operation IAW the guidance of applicable technical orders, manuals, and directives.

**2.2. Special Qualifications.** Special qualification evaluations are administered for events that are not universal to all members in that crew position (i.e. Airdrop Qualification for C-208 Pilots).

2.2.1. Special qualification evaluations may be conducted separately or in conjunction with the qualification or mission evaluations. After initial special qualification, special qualification areas/sub-areas may be evaluated as part of periodic mission evaluations. There are no requisites for special qualification evaluations unless specified in MDS specific attachment.

2.2.2. Special qualifications result in an AF Form 8, *Certificate of Aircrew Qualification*, documented as a SPOT evaluation IAW AFMAN 11-202V2, para 5.2.5.3.

**2.3. Multiple Qualifications.** AETC/A3X is the approval authority for multiple qualifications in non-USAF air advisor aircraft. Reference MDS-specific attachment on whether differences or separate qualifications are required for model variants.

**2.4. Initial Cadre.** AETC/A3X will designate initial cadre via memorandum when no flight examiners exist. At a minimum, initial cadre will complete the contractor provided training syllabus and meet any Federal Aviation Administration certification requirements (i.e. type rating if required).

**2.5. Flight Examiners.** AETC/A3XF will train and certify all military, civilian and contractor Flight Examiners.

2.5.1. AETC/A3X will annotate flight examiners on the Letter of X's and document using AF Form 4348, *USAF Aircrew Certifications*.

2.5.2. AETC/A3XF assigned flight examiners will conduct USAF air advisor flight evaluations to the maximum extent possible.

**2.6. Evaluation Requirements.** All requisites and sub-areas listed in this manual must be evaluated for an evaluation to be considered complete.

2.6.1. Ground Phase Requisites. For initial and upgrade courses, requisites must be completed prior to administration of the flight phase. For periodic evaluations, ground phase requisites will be completed no later than the end of the 5<sup>th</sup> month of eligibility.

2.6.2. Examinations. Required requisite examinations are prescribed in the MDS attachment to this manual. Normally, the contractor will develop end-of course exams and A3XF will review and approve. AETC/A3XF will develop and maintain instrument and periodic examinations.

2.6.3. Emergency Procedure Evaluations (EPEs). EPEs will be conducted IAW AFMAN 11-202V2. EPEs will not be conducted in flight. The purpose of the EPE is to evaluate systems

knowledge and emergency procedures out of the flight environment, allowing a more in- depth investigation of systems knowledge and scenario driven circumstances. The EPE should address a minimum of one emergency procedure for each phase of flight (i.e. ground ops, departure, enroute, etc.) with an emphasis on critical action items.

**2.7. Qualification (QUAL) Evaluations.** Complete all general evaluation criteria in [Chapter 4](#), as well as the MDS-specific attachment to this manual.

**2.8. Instrument (INSTM) Evaluations.** Complete all general evaluation criteria in [Chapter 4](#), as well as the MDS-specific attachment to this manual.

**2.9. Mission (MSN) Evaluations.** Complete all general evaluation criteria in [Chapter 4](#), as well as the MDS-specific attachment to this manual. Flight examiners are encouraged to give the crewmember a scenario representative of the mission.

**2.10. Instructor (INSTR) Evaluations.** Areas 15. Instructor Ability, Area 16 Instructor Demonstration and Area 17. Error Analysis/Grading Practices will be evaluated on all instructor evaluations IAW AFMAN 11-202V2. To initially qualify as an instructor in a non-USAF Aircraft, the crewmember must have been previously qualified as an instructor in a USAF aircraft.

## Chapter 3

### EVALUATION PROCEDURES

#### 3.1. Evaluation Conduct:

3.1.1. Flight examiners will use the evaluation criteria contained in this volume for conducting evaluations. To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

3.1.2. Unless specified, the examinee or flight examiner may fly in any seat (within their crew qualification), or non-primary crew position “over the shoulder” that will best enable the flight examiner to conduct a thorough evaluation.

3.1.3. Prior to flight, the flight examiner will brief the examinee on the purpose and conduct of the evaluation and, if applicable, will inform the aircraft commander of special requirements. The examinee will accomplish appropriate flight planning/mission preparation. Flight examiner will be furnished copies of mission materials to include necessary maps (only one map per aircraft is required), flight logs, etc.

3.1.4. Examiners will utilize the applicable AF Form 3862, *Flight Evaluation Worksheet*, or AETC/A3XF approved document to aid in administering flight evaluations.

3.1.5. All areas published on the AF Form 3862 are required items that must be performed by actual demonstration except for asterisk (\*) items. For asterisk items, when it is impossible to evaluate a required area in flight due to equipment malfunctions, operational requirements, scheduling restrictions, or weather, the flight examiner may elect to evaluate the area(s) by an alternate method such as verbal or procedural trainer. Only asterisk items may be graded by an alternate method. Document why required area(s) were not evaluated in flight and the alternate method of evaluation used, in the examiner’s remarks section of the AF Form 8, *Certificate of Aircrew Qualification*. If, in the flight examiner’s judgment, a required item cannot be adequately evaluated by an alternate method, complete the evaluation on an additional flight.

3.1.6. All simulated emergency procedure maneuvers will be accomplished in accordance with the flight manual.

3.1.7. The flight examiner will thoroughly debrief all aspects of the evaluation. During the debrief the flight examiner will review the overall grade, specific deviations and techniques for improvement, area grades assigned, and required additional training (if applicable).

3.1.7.1. Flight examiners are responsible for assigning additional training, at their discretion. Document additional training and completion IAW AFMAN 11-202V2, and this manual. Any approved training device or medium may be used for additional training.

3.1.7.2. Additional training may be accomplished on the same flight as the evaluation, provided the unique situation presents a valuable training opportunity (i.e., crosswind landings), and the discrepancy requiring the additional training did not result in overall Q-3 evaluation. This option requires flight examiner discretion and judicious application. The examinee must be informed when the additional training begins and ends.

3.1.8. Evaluations may be administered in an approved/configured flight simulator as allowed in the MDS attachment of this manual. For simulator evaluations, the video tape recorder should be used, when available, to reconstruct/evaluate the mission.

3.1.9. Flight examiners will ensure all required training and documentation is complete prior to initial/requalification evaluations.

3.1.10. Flight examiners will not intentionally fail any equipment or deny the use of systems affecting safety of flight.

3.1.11. AF Form 8s will be completed by or sent to AETC/A3XF within 10 duty days following the completion of the check for final signatures IAW AFMAN 11-202V2\_AETCSUP, *Aircrew Standardization and Evaluation Program*. AETC/A3XF will then forward the AF Forms 8 to the member.

**3.2. Aircrew Publications.** Aircrew publications, to include electronic publications, will be checked during all evaluations.

**3.3. Cockpit/Crew Resource Management (CRM).** Cockpit/Crew Resource Management is the effective use of all available resources-by individuals or crews to safely and efficiently accomplish an assigned mission or task. The term CRM will be used to refer to the training program, objectives, and key skills directed to this end. CRM will be evaluated on all flight evaluations.

#### **3.4. Evaluation Grading Instructions:**

3.4.1. All areas performed will be graded.

3.4.2. Base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider a momentary deviation from tolerances provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The flight examiners may consider cumulative deviations when determining the overall grade.

3.4.3. The standards/grading criteria contained in applicable attachments of this volume are provided as a guide to assist the flight examiner in determining grades. They are not necessarily provided as absolute minimum/maximum parameters for each maneuver. Examiners should compare examinee performance for each grading area with the standards provided in this manual and consider all other factors before assigning grades. Derive the overall flight evaluation grade IAW AFMAN 11-202V2, and this volume.

3.4.3.1. Flight examiner judgment must be exercised when wording of grading criteria is subjective and when specific situations are not covered.

3.4.3.2. Overall performance, individual maneuver grades, and flight examiner judgment will be the determining factor in assigning the overall grade.

3.4.4. Critical Area/Sub-Area. Critical areas/sub-areas are defined as those that can be graded only Q or U and are identified on the AF Form 3862. Any unsatisfactory performance in a critical area/sub-area will result in a qualification level of Q-3. Critical areas/sub-areas are identified with a pound symbol (#) prior to the sub-area number. BOLDFACE/CAPS are considered a critical area for all applicable crew positions.

3.4.5. Non-Critical Area/Sub-Area. Non-critical areas/sub-areas are graded Q, Q-, or U. Unsatisfactory performance in any ground requisite or non-critical area/sub-area will result in an overall grade of no higher than Q-2.

3.4.6. Area/Sub-area Grades. The desired level of performance, Q, is listed in attachments for each area/sub-area. Descriptions for Q- and U are included when they contain specific criteria or tolerances. Otherwise refer to the definitions for Q-, and U from AFMAN 11-202V2.

### **3.5. Aircrew Examination Procedures:**

3.5.1. Computer based training or electronic information management tools may satisfy the requirement for written examinations, if the computer/electronic format meet the requirements for examinations in AFMAN 11-202V2.

3.5.2. For formal training courses, the end-of-course exam satisfies the closed book requirement.

3.5.3. AETC/A3XF will approve all testing material.

### **3.6. SPOT Evaluations:**

3.6.1. SPOT Evaluations of Other Aircrew Specialties. Any AETC/A3X flight examiner, regardless of aircrew specialty, may administer aircrew SPOT evaluations. However, if the examiner is administering a SPOT evaluation to a person in another aircrew specialty, only boldface/critical action procedures, safety consciousness, judgment, situational awareness, and instructor duties (if applicable) may be evaluated.

3.6.2. Aircrew who have lost currency in an area that results in loss of qualification may regain qualification through a SPOT evaluation in that area.

3.6.3. SPOT Evaluations of Flight examiner Aircrew. Any AETC/A3X flight examiner may administer aircrew SPOT evaluations to observe an evaluation and evaluate the objectivity and skill of a lower echelon flight examiner. The overall rating for this style of SPOT evaluation will be either qualified (1) or unqualified (3).

3.6.4. SPOT Evaluations will be accomplished IAW AFMAN 11-202V2.

## Chapter 4

### GENERAL EVALUATION CRITERIA

**4.1. Grading Criteria:** The following items are applicable to all crew positions and evaluations in both fixed and rotary winged aircraft. Pound (#) denotes critical area.

**4.2. Area 1. Directives/Publications.**

4.2.1. **(Q)** Possessed an adequate 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.

4.2.2. **(Q-)** Possessed a limited knowledge of directives but could locate information in appropriate publications. Publications were current but improperly posted.

4.2.3. **(U)** Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner or publications were not current.

**4.3. Area 2. Mission Preparation/Planning/Forms.**

4.3.1. **(Q)** Checked all factors applicable to flight such as: itinerary, aircraft configuration, and fuel requirements, airdrop equipment drop sequence, etc. Attended required briefings. Knowledge of and correctly filled out all applicable mission forms.

4.3.2. **(Q-)** Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Did not fully comply with directives but did not affect safe or effective mission accomplishment. Late for required briefings. Partial knowledge of forms partially/incorrectly filled out required mission forms.

4.3.3. **(U)** Made major errors or omissions, which would have prevented an effective mission, without flight examiner intervention. Failed to attend required briefings. Unaware of forms/failed to fill out correct mission forms.

**4.4. Area 3. Briefings/Debriefing.**

4.4.1. **(Q)** Contributed to the briefing content to ensure it included all applicable information. Briefings effectively organized and presented in a logical sequence. Covered all pertinent items.

4.4.2. **(Q-)** Allowed omission of items pertinent but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly.

4.4.3. **(U)** Failed to conduct required briefings. Omitted essential items or did not correct erroneous information that could affect mission accomplishment. Demonstrated lack of knowledge of subject. Briefing poorly organized and not presented in a logical sequence, resulting in confusion. Presented erroneous information that would affect safe/effective mission accomplishment.

**4.5. Area 4. Task Management.**

4.5.1. **(Q)** Correctly prioritized tasks. Used available resources to manage workload. Asked for assistance when overloaded. Clearly stated problems and proposed solutions. Accepted better ideas when offered. Used facts to come up with solution. Clearly communicated and acknowledged workload and task distribution. Demonstrated high level of vigilance in both

high and low workload conditions. Prepared for expected or contingency situations. Avoided the creation of self-imposed workload/stress. Recognized and reported work overloads in self and others.

4.5.2. **(Q-)** Did not consistently and correctly prioritize tasks. Did not effectively use available resources to manage workload. Did not clearly communicate and acknowledge workload and task distribution. Did not consistently demonstrate high level of vigilance in both high and low workload conditions. Slow to prepare for expected or contingency situations. Created some self-imposed workload/stress due to lack of planning. Slow to recognize and report work overloads in self and others.

4.5.3. **(U)** Failed to correctly prioritize tasks. Did not use available resources to manage workload. Did not communicate and acknowledge workload and task distribution. Did not demonstrate high level of vigilance in both high and low workload conditions. Extremely slow to prepare for expected or contingency situations. Created self-imposed workload/stress due to lack of planning. Failed to recognize and report work overloads in self and others.

#### **4.6. Area 5. Communication Procedures.**

4.6.1. **(Q)** Complete knowledge of, and compliance with, correct communications procedures. Makes radio and interphone transmissions concise with proper terminology.

4.6.2. **(Q-)** Occasional deviations from procedures required re-transmissions or resetting codes. Slow in initiating or missed several required radio/interphone calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology.

4.6.3. **(U)** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/interphone calls.

#### **4.7. #Area 6. Decision Making.**

4.7.1. **(Q)** Accurately identify contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood. Made minor errors in identifying contingencies, gathering data, or communicating a decision that did not affect safe or effective mission accomplishment.

4.7.2. **(U)** Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.

#### **4.8. #Area 7. Situational Awareness.**

4.8.1. **(Q)** Maintained situational awareness and exercised sound judgment throughout the mission. Conducted the flight with a sense of understanding and comprehension. Prioritized tasks properly.

4.8.2. **(U)** Lacked situational awareness. Faulty judgment resulted in decisions that had negative mission impact. Lacks the skills to prioritize tasks. Unaware of significant events that impacted the mission.

#### **4.9. #Area 8. Safety Consciousness.**

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

4.9.2. (U) Not aware of, or did not comply with, all safety factors required for safe aircraft operation or mission accomplishment. Operated aircraft systems or performed duties in a dangerous manner.

#### **4.10. #Area 9. Airmanship.**

4.10.1. (Q) Executed the assigned mission in a timely, efficient manner. Anticipated situations that would have adversely affected the mission and corrected them. Made appropriate decisions based on available information. Recognized the need for action. Aware of performance of self and other flight members. Aware of on-going mission status. Recognized, verbalized and acted on unexpected events.

4.10.2. (U) Decisions or lack thereof caused failure to accomplish assigned mission. Mis-analyzed flight conditions and/or failed to recognize/understand mission developments, or demonstrated poor judgment to the extent that flight safety could have been compromised. Did not recognize the need for action. Not aware of performance of self and other flight members. Not aware of on-going mission status. Failed to recognize, verbalize, and act on unexpected events.

#### **4.11. #Area 10. Cockpit/Crew Coordination/Management/CRM.**

4.11.1. (Q) Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other crewmembers' duties and responsibilities.

4.11.2. (U) Poor crew coordination or unsatisfactory knowledge of other crewmember duties and responsibilities negatively affected mission accomplishment or safety of flight.

#### **4.12. Area 11. Checklist Discipline.**

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

4.12.2. (Q-) Checklist responses were untimely and/or crewmember required continual prompting for correct response.

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

#### **4.13. Area 12. Life Support Equipment/Aircraft Emergency Equipment and Exits/Personal and/or Professional Equipment.**

4.13.1. (Q) Possessed correct life support equipment. Displayed thorough knowledge of location and use of life support equipment/systems, aircraft emergency equipment/exits and possessed all required personal and/or professional equipment. Required equipment inspections were current IAW appropriate publications. Demonstrated required equipment (if required)

4.13.2. (Q-) Displayed limited knowledge of location and use of life support equipment/systems, aircraft emergency equipment/exits, but needs improvement. Did not possess all required personal and/or professional equipment.

4.13.3. (U) Failed to possess correct life support equipment. Did not have required personal/professional equipment. Unsatisfactory knowledge of equipment. Failed to inspect, distribute and/or demonstrate equipment or exits.

**4.14. Area 13. Emergency Procedures.**

4.14.1. (Q) Correctly analyzed, stated, and understood applicable aircraft/weapon emergencies and performed required procedures to correct the emergency.

4.14.2. (Q-) Correctly analyzed and understood applicable aircraft emergencies but, had difficulty performing/stating required procedures to correct the emergency.

4.14.3. (U) Failed to analyze, state, and did not understand applicable aircraft emergencies and/or could not perform required procedures to correct the emergency.

**4.15. Area 14. General Knowledge/Systems/Ops Limits. (As Applicable)**

4.15.1. (Q) Demonstrated a thorough knowledge of applicable aircraft systems, procedures and limitations. Ensured satisfactory operation within limits.

4.15.2. (Q-) Limited knowledge of systems, procedures, and operational limits.

4.15.3. (U) Demonstrated an unsatisfactory knowledge of systems, procedures, or operating limits. Operated the aircraft or systems outside applicable limits.

**4.16. Instructor Grading Criteria.** The following items are applicable to all crew positions during instructor evaluations. Pound (#) denotes critical area.

**4.17. #Area 15. Instructor Ability.**

4.17.1. (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.

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

**4.18. #Area 16. Instructor Demonstration.**

4.18.1. (Q) Effectively demonstrated correct procedures or systems operation. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

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

**4.19. #Area 17. Error Analysis/Grading Practices.**

4.19.1. **(Q)** Identified root cause of student errors and provided correct instructional techniques/procedures. Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

4.19.2. **(U)** Failed to identify or gross misidentification of student errors. Incorrect or no instruction offered. Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

JEFFREY W. NELSON, Brigadier General, USAF  
Director of Operations and Communications

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

5 USC § 552a, *Records maintained on individuals* (Privacy Act of 1974)

37 USC, *Pay and Allowances of the Uniformed Services*

EO 9397, *Numbering System for Federal Accounts Relating to Individual Persons*

AFI 10-4301V1, *Air Advisor Education and Training*, 14 December 2020

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

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

AFMAN 11-202V2\_AETCSUP, *Aircrew Standardization and Evaluation Program*, 1 September 2022

***Prescribed Forms***

None

***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 3862, *Flight Evaluation Worksheet*

AF Form 4348, *USAF Aircrew Certifications*

DAF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AD**—Active Duty

**AF**—Air Force

**AETC**—Air Education and Training Command

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AFRC**—Air Force Reserve Command

**AGL**—Above Ground Level

**ANG**—Air National Guard

**ATC**—Air Traffic Control

**CAPs**—Critical Action Procedures

**CDI**—Course Deviation Indicator

**CG**—Center of Gravity  
**CRM**—Cockpit/Crew Resource Management  
**DA**—Decision Altitude  
**DAF**—Department of the Air Force  
**DAFMAN**—Department of the Air Force Manual  
**DH**—Decision Height  
**DZ**—Drop Zone  
**EI**—Essential Elements of Information  
**ELP**—Emergency Landing Pattern  
**EPE**—Emergency Procedures Evaluation  
**FAA**—Federal Aviation Administration  
**FAF**—Final Approach Fix  
**FE**—Flight Examiner  
**FEF**—Flight Evaluation Folder  
**HQ**—Headquarters  
**IAW**—In Accordance With  
**ILS**—Instrument Landing System  
**INSTM**—Instrument  
**INSTR**—Instructor  
**ISR**—Intelligence Surveillance and Reconnaissance  
**KIAS**—Knots Indicated Airspeed  
**KOEL**—Kinds of Operation Equipment List  
**MAJCOM**—Major Command  
**MAP**—Missed Approach Point  
**MDA**—Minimum Descent Altitude  
**MDS**—Mission Design Series  
**MEL**—Minimum Equipment Listing  
**MSN**—Mission  
**MSO**—Mission Systems Operator  
**NOTAM**—Notice to Air Missions  
**NVG**—Night Vision Goggle  
**OPR**—Office of Primary Responsibility

**PAR**—Precision Approach Radar

**QUAL**—Qualification

**ROE**—Rules of Engagement

**ROZ**—Restricted Operating Zone

**SATB**—Standard Airdrop Training Bundle

**TOLD**—Take-off and Landing Data

**USAF**—United States Air Force

**VDP**—Visual Descent Point

**VFR**—Visual Flight Rules

**VHF**—Very High Frequency

**VOR**—VHF Navigation Aid

***Office Symbols***

**AETC A3/6**—HQ Air Education and Training Command Operations and Communications Directorate

**AETC/A3X**—Air Education and Training Command Future Operations Division

**AETC/A3XF**—Air Education and Training Command Non-USAF Aircraft Aircrew Training Branch

## Attachment 2

## C-208B GRAND CARAVAN EVALUATIONS

**A2.1. C-208 Types of Evaluations.** [Table A2.1](#) lists C-208B evaluation types and applicable crew positions. Special Qualifications are mission areas which are not universal to all crewmembers. These evaluations will be administered as SPOT evaluations. Once qualified in these areas, aircrew may be evaluated in these areas during periodic mission evaluations but are not required except in the case of loss of qualification.

**Table A2.1. C-208 Qualifications.**

Qualifications		
NAME	Abbreviation	Position
Qualification	QUAL	(P)
Instrument	INSTM	(P)
Mission	MSN	(P)
Qualification/Mission - Intelligence, Surveillance & Reconnaissance	QUAL/MSN	(MSO)
Instructor	INSTR	(P/MSO)
Requalification	RQ	(P/MSO)
Special Qualifications		
Airdrop	SPOT-AD	(P/MSO)
Intelligence, Surveillance & Reconnaissance	SPOT-ISR	(P)
Night Vision Goggle	SPOT-NVG	(P)
<b>NOTES:</b>		
Position: P-Pilot, MSO-Mission Systems Operator		

**A2.2. C-208 Evaluation Requisites.** [Table A2.2](#) prescribes requisites for C-208B evaluations by crew position. For combined evaluations, only one EPE need be conducted. For initial qualification evaluations, the end-of-course exam satisfies both open and closed book exam requirements.

**Table A2.2. Ground Phase Requisites.**

	<b>Closed</b>	<b>Instrument</b>	<b>EPE</b>	<b>CAPS</b>
<b>QUAL</b>	All		All	Pilot
<b>INSTM</b>		Pilot	Pilot	
<b>MSN</b>			All	
<b>QUAL/MSN</b>	MSO		MSO	
<b>INSTR</b>			All	
<b>SPOT-ISR</b>			Pilot	
<b>SPOT-AD</b>			All	
<b>SPOT-NVG</b>			Pilot	

**A2.3. PILOT EVALUATIONS.**

A2.3.1. Required Grading Areas. **Table A2.3** prescribes required grading areas for C-208 pilot evaluations. Items in **BOLD** text are critical areas. Those areas annotated with an “I” apply to instructor evaluations only.

**Table A2.3. Pilot Required Grading Areas.**

<b>Area</b>	<b>QUAL</b>	<b>INSTM</b>	<b>MSN</b>	<b>AD</b>	<b>ISR</b>	<b>NVG</b>
1. Directives/Pubs	X	X	X	X	X	X
2. Mission Preparation	X	X	X	X	X	X
3. Briefings/Debriefing	X	X	X	X	X	X
4. Task Management	X	X	X	X	X	X
5. Comm Procedures	X	X	X	X	X	X
<b>6. Decision Making</b>	X	X	X	X	X	X
<b>7. Situational Awareness</b>	X	X	X	X	X	X
<b>8. Safety Consciousness</b>	X	X	X	X	X	X
<b>9. Airmanship</b>	X	X	X	X	X	X
<b>10. Cockpit/Crew Coordination/Management/CRM</b>	X	X	X	X	X	X
11. Checklist Discipline	X	X	X	X	X	X
12. Life Support Equipment	X	X	X	X	X	X
13. Emergency Procedures	X	X	X	X	X	X

Area	QUAL	INSTM	MSN	AD	ISR	NVG
14. General Knowledge, Systems, Ops Limits	X	X	X	X	X	X
<b>15. Instructor Ability</b>	I	I	I	I	I	I
<b>16. Instructor Demonstration</b>	I	I	I	I	I	I
<b>17. Error Analysis/Grading Practices</b>	I	I	I	I	I	I
25. Preflight	X			X	X	X
27. Pilot Qualifications	X					
32. Airworthiness Requirements	X					
33. Weight and Balance	X			X	X	X
34. TOLD	X			X	X	X
35. Taxi	X			X	X	X <sup>1</sup>
36. Takeoff	X			X	X	X <sup>1</sup>
36b. Takeoff (Short Field)			X			X <sup>1</sup>
36c. Takeoff (Soft Field)			X			X <sup>1</sup>
37. Departure	X	X				
39. Traffic Patterns	X					X <sup>1</sup>
40a. Landing	X					X <sup>1</sup>
40b. Landing (Short Field)			X			X <sup>1</sup>
40c. Landing (Soft Field)			X			X <sup>1</sup>
41. Touch/Stop and Go	X					
42. Go Around	X					X <sup>1</sup>
43. Emer Landing Pattern	X					X <sup>1</sup>
44. Engine Failure/Fire	X					X <sup>1</sup>
49. Airplane Flight Instruments and Navigation Equipment		X				
50. Instrument Flight		X				
51. Departure, En Route, & Arrival Operations		X				
52. Precision Approach		X				
54. Non-Precision Approach		X				
55. Circling Approach		X				

Area	QUAL	INSTM	MSN	AD	ISR	NVG
56. Missed Approach		X				
57. Holding Procedures		X				
58. Unusual Attitudes		X				
59. Steep Turns	X					
60. Slow Flight	X					
61. Power-On Stalls	X					
62. Power-Off Stalls	X					
70. Tactical Plan				X	X	
71. Mission Briefing				X	X	
72. Tactics/Threats					X	
73. Mission Execution				X	X	
74. NVG Usage/Limitations						X
75. Ingress					X	
76. Tactical Airspace					X	
77. Msn Data Transmission/Tactics					X	
79. Imagery Quality					X	
80. Target Analysis					X	
81. Trng Rules/ROE					X	
82. Aircraft Positioning					X	
84. Egress					X	
103. Airdrop Rigging Procedures				X		
104. Airdrop Procedures				X		
106. Airdrop Knowledge.				X		
<sup>1</sup> For NVG evaluations, event will be performed utilizing NVG's using the normal grading criteria.						

#### A2.3.2. Pilot Flight Phase Areas, Sub-Areas and Grading Criteria:

##### A2.3.2.1. Area 25. Preflight.

A2.3.2.1.1. **(Q)** Completed all systems preflight/inspections IAW tech orders, checklists, and instructions.

A2.3.2.1.2. **(Q-)** Minor deviations from established systems preflight/inspection. Used individual technique instead of established procedure and was unaware of differences.

A2.3.2.1.3. (U) Failed to preflight critical component or could not conduct a satisfactory preflight/inspection.

**A2.3.2.2. Area 27. Pilot Qualifications.**

A2.3.2.2.1. (Q) Demonstrated understanding of air advisor aircraft and mission qualification and any certification standards and requirements; is compliant with recent flight experience and medical certificate standards. Understands limitations on the qualification and certificates and personal burden of proper record keeping.

A2.3.2.2.2. (Q-) Minor gaps in knowledge/understanding.

A2.3.2.2.3. (U) Lack of knowledge/understanding that could lead to infractions.

**A2.3.2.3. Area 32. Airworthiness Requirements**

A2.3.2.3.1. (Q) Demonstrated understanding of general airworthiness requirements and compliance for airplanes, including a) Certificate location and expiration dates, b) Required inspections and airplane logbook documentation c) Airworthiness Directives and Special Airworthiness Information Bulletins d) Purpose and procedure for obtaining a special flight permit e) Flying with inoperative equipment f) Using an approved Minimum Equipment List (MEL) g) Kinds of Operation Equipment List (KOEL) and h) Required discrepancy records or placards.

A2.3.2.3.2. (Q-) Minor gaps in knowledge/understanding.

A2.3.2.3.3. (U) Lack of knowledge/understanding that could lead to operating an unairworthy airplane.

**A2.3.2.4. Area 33. Weight and Balance.**

A2.3.2.4.1. (Q) Completed/checked weight and balance and performance data, IAW applicable directives/flight manual. Ensured the crew was aware of special requirements/equipment necessary for the flight. Aircraft gross takeoff limits: Not exceeded. Center of gravity limitations: Not exceeded.

A2.3.2.4.2. (Q-) Same as above except for minor errors or omissions that could degrade mission effectiveness. Aircraft gross takeoff limits: Not exceeded. Center of gravity limitations: Not exceeded.

A2.3.2.4.3. (U) Major errors or omissions that would preclude safe and effective mission accomplishment. Exceeded the limits of (Q-).

**A2.3.2.5. Area 34. TOLD .**

A2.3.2.5.1. (Q) Calculated performance data, IAW applicable directives/flight manual. Ensured the crew was aware of special requirements/equipment necessary for the flight.

A2.3.2.5.2. (Q-) Same as above except for minor errors or omissions that could degrade mission effectiveness.

A2.3.2.5.3. (U) Major errors or omissions that would preclude safe and effective mission accomplishment.

**A2.3.2.6. Area 35. Taxi.**

A2.3.2.6.1. **(Q)** Received and correctly read back clearances/instructions, if applicable. Used an airport diagram or taxi chart during taxi, if published, and maintained situational awareness. Positioned the flight controls for the existing wind. Completed the appropriate checklist. Complied with airport/taxiway markings, signals, and ATC clearances and instructions.

A2.3.2.6.2. **(Q-)** Same as above except for minor procedural deviations that did not detract from mission effectiveness.

A2.3.2.6.3. **(U)** Did not comply with taxi clearances. Failed to comply with airport/taxiway markings, signals, and ATC clearances and instructions. Created an unsafe situation.

#### A2.3.2.7. **Area 36. Takeoff.**

##### A2.3.2.7.1. **Area 36a. Takeoff (Normal/No Flap).**

A2.3.2.7.1.1. **(Q)** Completed the appropriate checklist, made radio calls as appropriate. Maintained smooth, positive aircraft control throughout the takeoff. Accelerate to  $V_y \pm 5$  KIAS and climb to safe maneuvering altitude. Maintained directional control and proper wind-drift correction throughout takeoff and climb. Performed the takeoff IAW flight manual.

A2.3.2.7.1.2. **(Q-)** Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.

A2.3.2.7.1.3. **(U)** Failed to complete appropriate checklist or make appropriate radio calls. Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded (Q-) criteria.

##### A2.3.2.7.2. **Area 36b. Takeoff (Short Field).**

A2.3.2.7.2.1. **(Q)** Completed the appropriate checklist, made radio calls as appropriate. Maintained smooth, positive aircraft control throughout the takeoff. Cleared the area, taxied into takeoff position and align the airplane on the runway centerline utilizing maximum available takeoff area. Applied brakes while setting engine power to achieve maximum performance and confirmed proper engine and flight instrument indications. Rotated and lifted off at the recommended airspeed and accelerated to the recommended obstacle clearance airspeed. Established a pitch attitude to maintain the recommended obstacle clearance airspeed  $\pm 5$  knots until the obstacle is cleared or until the airplane is 50 feet above the surface. Performed the takeoff IAW flight manual.

A2.3.2.7.2.2. **(Q-)** Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.

A2.3.2.7.2.3. **(U)** Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded (Q-) criteria.

**A2.3.2.7.3. Area 36c. Takeoff (Soft Field).**

A2.3.2.7.3.1. **(Q)** Completed the appropriate checklist, made radio calls as appropriate. Maintained smooth, positive aircraft control throughout the takeoff. Cleared the area, maintained necessary flight control inputs, taxied into takeoff position and aligned the airplane on the runway centerline without stopping, while advancing the throttle smoothly to takeoff power. Maintained  $V_x$  or  $V_y$ , or as directed in flight manual as appropriate,  $\pm 5$  KIAS, to a safe maneuvering altitude. Performed the takeoff IAW flight manual and as published/directed.

A2.3.2.7.3.2. **(Q-)** Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.

A2.3.2.7.3.3. **(U)** Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded (Q-) criteria.

**A2.3.2.8. Area 37. Departure.**

A2.3.2.8.1. **(Q)** Executed departure as published or directed and complied with all restrictions.

A2.3.2.8.2. **(Q-)** Minor deviations in airspeed and navigation occurred during completion of departure.

A2.3.2.8.3. **(U)** Failed to comply with published or directed departure instructions.

**A2.3.2.9. Area 39. Traffic Pattern.**

A2.3.2.9.1. **(Q)** Properly identified and interpreted airport runways, taxiways, markings, signs, complied with recommended traffic pattern procedures, corrected for wind drift to maintain the proper ground track, maintained traffic pattern altitude,  $\pm 100$  feet, and the appropriate airspeed,  $\pm 10$  knots, maintained situational awareness and proper spacing from other aircraft in the traffic

A2.3.2.9.2. **(Q-)** Minor deviations that did not affect safety of flight. Misanalysis of pattern conditions resulted in loose or tight downwind or long or short final.

A2.3.2.9.3. **(U)** Exceeded (Q-) criteria, compromised safety of flight.

**A2.3.2.10. Area 40. Landing.****A2.3.2.10.1. Area 40a Landing (Full/Partial/No-Flap).**

A2.3.2.10.1.1. **(Q)** Completed appropriate checklist, made appropriate radio calls. Maintained manufacturer's published approach airspeed  $\pm 5$  knots with gust factor applied. Touched down at a proper pitch attitude and airspeed, within 200 feet beyond or on the specified point, with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path. Braking was smooth and effective.

A2.3.2.10.1.2. **(Q-)** Minor deviations in airspeed /runway alignment. On touchdown slightly outside the prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.

A2.3.2.10.1.3. **(U)** Exceeded (Q-) criteria. Unsafe approach/landing. Failed to complete checklist/make appropriate radio calls. Exceeded aircraft limits. Unsafe landing. -check of engine instruments and runway alignment was late during the takeoff phase.

**A2.3.2.10.2. Area 40b. Short Field.**

A2.3.2.10.2.1. **(Q)** Completed appropriate checklist, made appropriate radio calls. Followed prescribed short field landing procedures. Maintained manufacturer's published approach airspeed,  $\pm 5$  knots with wind gust factor applied. Touched down at a proper pitch attitude within 100 feet beyond or on the specified point, with no side drift, minimum float, and with the airplane's longitudinal axis aligned with and over runway centerline. Braking was smooth and effective.

A2.3.2.10.2.2. **(Q-)** Minor deviations in short field landing procedures and aircraft control that did not affect safety of flight. At touchdown speed slightly outside the prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.

A2.3.2.10.2.3. **(U)** Exceeded (Q-) criteria. Configuration was improper. Exceeded aircraft limits. Unsafe approach/landing.

**A2.3.2.10.3. Area 40c. Soft Field.**

A2.3.2.10.3.1. **(Q)** Completed appropriate checklist, made appropriate radio calls. Followed prescribed soft field landing procedures. Maintained manufacturer's published approach airspeed,  $\pm 5$  knots with wind gust factor applied. Touched down at a proper pitch attitude, with no side drift, minimum float, and with the airplane's longitudinal axis aligned with and over runway centerline. Kept the nose wheel off the surface until loss of elevator effectiveness. Maintained elevator as recommended by manufacturer during rollout and exit the "soft" area at a speed that would preclude sinking into the surface.

A2.3.2.10.3.2. **(Q-)** Minor deviations in soft field landing procedures and aircraft control that did not affect safety of flight. At touchdown speed slightly outside the prescribed landing zone, but safe.

A2.3.2.10.3.3. **(U)** Exceeded (Q-) criteria. Configuration was improper. Exceeded aircraft limits. Unsafe landing.

**A2.3.2.11. Area 41. Touch/Stop and Go.**

A2.3.2.11.1. **(Q)** Maintained proper runway alignment and at touchdown speed, in the prescribed landing zone, but safe. Application of power, cross-check of engine instruments, and runway alignment during the takeoff phase was smooth and timely. Touchdown Airspeed:  $\pm 5$  Centerline:  $\pm 15$  feet left or right Takeoff Airspeed:  $\pm 5$  KIAS.

A2.3.2.11.2. **(Q-)** Minor deviations in airspeed/runway alignment. Executed landing phase with minor deviations. At touchdown speed slightly outside the prescribed landing zone, but safe. Application of power, cross-check of engine instruments, and runway alignment during the takeoff phase was slow.

A2.3.2.11.3. (U) Exceeded (Q-) criteria. Application of power and cross-check of engine instruments and runway alignment was late during the takeoff phase.

**A2.3.2.12. Area 42. Go Around.**

A2.3.2.12.1. (Q) Identified need for go-around and initiated promptly. Applied takeoff power immediately and transitioned to climb pitch attitude for  $V_X$  or  $V_Y$  as appropriate  $\pm 5$  knots. Maneuvered to the side of the runway/landing area when necessary to clear and avoid conflicting traffic.

A2.3.2.12.2. (Q-) Was slow to self-initiate a go-around. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.

A2.3.2.12.3. (U) Did not self-initiate a go-around when appropriate or when directed. Techniques were unsafe or incorrect procedures were applied.

**A2.3.2.13. Area 43. Emergency Landing Pattern.**

A2.3.2.13.1. (Q) Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed. Flew an approach compatible with the situation. Used sound judgment. Configured at the appropriate position or altitude. Had smooth, positive control of aircraft. Touchdown point permitted safe stopping in available runway.

A2.3.2.13.2. (Q-) Made minor procedural errors. Errors did not detract from safe handling of the situation. Configured at a position and altitude that allowed for a safe approach. Required unnecessary maneuvering due to minor errors in planning or judgment. Touchdown longer than desired, but permitted stopping in available runway.

A2.3.2.13.3. (U) Made major deviations or did not comply with applicable procedures. Judgment was unsafe. Excessive maneuvering was required. Could not have landed safely. Touchdown point would not have allowed for safe stopping on available runway. Exceeded aircraft limits.

**A2.3.2.14. Area 44. Engine Failure/Fire.**

A2.3.2.14.1. (Q) Recognize abnormal aircraft condition and react appropriately to effect safe, timely termination of emergency IAW the flight manual and other directives. Aircraft control was smooth and positive. Pattern, approach and landing adjusted to the situation. Touchdown was within the desired area. Aware of minimum safe airspeed and the existing power available/required.

A2.3.2.14.2. (Q-) Minor deviations from (Q) above that did not exceed aircraft limitations or compromise safety.

A2.3.2.14.3. (U) Aircraft control was erratic. Failed to touchdown within the desired area. Unaware of minimum safe airspeed and/or existing power available/required.

**A2.3.2.15. Area 49. Airplane Flight Instruments and Navigation Equipment.**

A2.3.2.15.1. (Q) Correctly operated and managed installed instruments and navigation equipment IAW manufacturer's instructions. Performed preflight inspection

by following the checklist appropriate to the airplane and determine that the airplane is in a condition for safe instrument flight.

A2.3.2.15.2. **(Q-)** Slow to manipulate navigation system to appropriate settings for phase of flight. Minor errors in procedures/use of navigation equipment.

A2.3.2.15.3. **(U)** Major errors in procedures/use of navigation equipment. Did not recognize inoperative equipment.

**A2.3.2.16. Area 50. Instrument Flight.**

A2.3.2.16.1. **(Q)** Maintained altitude  $\pm 100$  feet during level flight, selected headings  $\pm 10^\circ$ , airspeed  $\pm 10$  knots, and bank angles  $\pm 5^\circ$  during turns

A2.3.2.16.2. **(Q-)** Minor deviations that did not affect safety of flight.

A2.3.2.16.3. **(U)** Exceeded (Q-) criteria; did not comply with ATC clearances; created unsafe situation.

**A2.3.2.17. Area 51. Departure, En Route, and Arrival Operations.**

A2.3.2.17.1. **(Q)** Established two-way communications with the proper controlling agency, used proper phraseology, and complied in a timely manner with all ATC instructions and airspace restrictions, and exhibited adequate knowledge of communication failure procedures. Intercepted all courses, radials, and bearings appropriate to the procedure, route, or clearance in a timely manner. Complied with all applicable charted procedures. Maintained airspeed  $\pm 10$  knots, altitude  $\pm 100$  feet, and selected headings  $\pm 10^\circ$ , and applied proper correction to maintain a course allowing no more than  $\frac{3}{4}$ -scale deflection of the CDI.

A2.3.2.17.2. **(Q-)** Minor deviations in navigation. 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.

A2.3.2.17.3. **(U)** Failed to comply with published/directed procedures or controlling agency instructions. Accepted an inaccurate clearance. Aircraft control was erratic.

**A2.3.2.18. Area 52. Precision Approach (Non-PAR).**

A2.3.2.18.1. **(Q)** Maintained altitude  $\pm 100$  feet, selected heading  $\pm 10^\circ$ , airspeed  $\pm 10$  knots, and accurately tracked radials, courses, and bearings, prior to beginning the final approach segment. Adjusted the published DA/DH and visibility criteria for the aircraft approach category, as appropriate, to account for NOTAMs, Inoperative airplane or navigation equipment, or inoperative visual aids associated with the landing environment. Maintained a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than  $\frac{3}{4}$ -scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed  $\pm 10$  knots. Transitioned to a normal landing approach (missed approach for seaplanes) only when the airplane is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering.

A2.3.2.18.2. **(Q-)** Minor deviations from (Q) criteria that did not affect safety of flight. 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.

A2.3.2.18.3. (U) Exceeded (Q-) criteria, potentially unsafe approach.

#### A2.3.2.19. Area 54. Non-Precision Approach.

A2.3.2.19.1. (Q) Maintained altitude  $\pm 100$  feet, selected heading  $\pm 10^\circ$ , airspeed  $\pm 10$  knots, and accurately tracked radials, courses, and bearings, prior to beginning the final approach segment. Adjusted the published MDA and visibility criteria for the aircraft approach category, as appropriate, to account for NOTAMs, Inoperative airplane or navigation equipment, or inoperative visual aids associated with the landing environment. For the final approach segment, maintained no more than a  $\frac{3}{4}$ -scale deflection of the CDI, maintained airspeed  $\pm 10$  knots, and altitude, if applicable, above MDA,  $+100/-0$  feet, to the Visual Descent Point (VDP) or Missed Approach Point (MAP) Transitioned to a normal landing approach only when the airplane is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering.

A2.3.2.19.2. (Q-) Minor deviations from (Q) criteria that did not affect safety of flight. 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.

A2.3.2.19.3. (U) Exceeded (Q-) criteria, potentially unsafe approach.

#### A2.3.2.20. Area 55. Circling Approach.

A2.3.2.20.1. (Q) Established the approach and landing configuration. Maintained a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point. Maintained airspeed  $\pm 10$  knots, desired heading/track  $\pm 10^\circ$ , and altitude  $+100/-0$  feet until descending below the MDA or the preselected circling altitude above the MDA. Visually maneuvered to a base or downwind leg appropriate for the landing runway and environmental conditions. Initiated a stabilized descent. Touched down on the first one-third of the selected runway without excessive maneuvering, without exceeding the normal operating limits of the airplane, and without exceeding  $30^\circ$  of bank.

A2.3.2.20.2. (Q-) Minor deviations from (Q) criteria that did not affect safety of flight. 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.

A2.3.2.20.3. (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.

#### A2.3.2.21. Area 56. Missed Approach.

A2.3.2.21.1. (Q) Promptly initiated the missed approach procedure and reported it to ATC. Applied the appropriate power setting for the flight condition and established a

pitch attitude necessary to obtain the desired performance. Configured the airplane in accordance with airplane manufacturer's instructions, established a positive rate of climb, and accelerate to the appropriate airspeed,  $\pm 10$  knots. Maintained the heading, course, or bearing  $\pm 10^\circ$ ; and altitude(s)  $\pm 100$  feet during the missed approach procedure.

A2.3.2.21.2. **(Q-)** Executed missed approach with minor deviations to published procedures. Slow to comply with controller's instructions. Slightly over controlled the aircraft.

A2.3.2.21.3. **(U)** Did not execute missed approach IAW flight manual, directives, or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures could have led to an unsafe condition. Exceeded (Q-) criteria.

#### A2.3.2.22. **Area 57. Holding Procedures.**

A2.3.2.22.1. **(Q)** Recognized arrival at the holding fix and promptly initiated entry into the holding pattern. Maintained airspeed  $\pm 10$  knots, altitude  $\pm 100$  feet, selected headings within  $\pm 10^\circ$ , and track a selected course, radial, or bearing within  $\frac{3}{4}$ -scale deflection of the CDI. Used proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time and maintain pattern leg lengths when specified. Complied with ATC reporting requirements and restrictions associated with the holding pattern.

A2.3.2.22.2. **(Q-)** Made minor errors that did not detract from safety.

A2.3.2.22.3. **(U)** Exceeded (Q-) criteria. Did not comply with published procedures and directives.

#### A2.3.2.23. **Area 58. Unusual Attitudes.**

A2.3.2.23.1. **(Q)** Used proper instrument cross-check and interpretation to identify and confirm an unusual attitude. Applied the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude.

A2.3.2.23.2. **(Q-)** Slow to analyze attitude or erratic in recovery to level flight. Correct recovery procedures used.

A2.3.2.23.3. **(U)** Unable to determine attitude. Used improper recovery procedures. Exceeded aircraft limits.

#### A2.3.2.24. **Area 59. Steep Turns.**

A2.3.2.24.1. **(Q)** Cleared the area, established recommended airspeed. Rolled into a coordinated  $360^\circ$  steep turn with approximately a  $50^\circ$  bank. Maintained the entry altitude  $\pm 100$  feet, airspeed  $\pm 10$  knots, bank  $\pm 5^\circ$ , and roll out on the entry heading  $\pm 10^\circ$ . Aircraft control was smooth and positive.

A2.3.2.24.2. **(Q-)** Made minor deviations that did not detract from safety.

A2.3.2.24.3. **(U)** Exceeded (Q-) criteria. Did not comply with published procedures and directives. Failed to make appropriate corrections.

#### A2.3.2.25. **Area 60. Slow Flight.**

A2.3.2.25.1. **(Q)** Cleared the area. Selected an entry altitude that allowed task to be completed no lower than 1,500 feet AGL. Established and maintained an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in a stall warning. Accomplished coordinated straight-and-level flight, turns, climbs, and descents with the aircraft configured as specified by the flight examiner. Maintained the specified altitude  $\pm 50$  feet; specified heading  $\pm 10^\circ$ ; airspeed  $+5/-0$  knots; and specified angle of bank,  $\pm 5^\circ$ . Maneuver was smooth, positive, coordinated, and flown IAW all applicable directives.

A2.3.2.25.2. **(Q-)** Made minor deviations that did not detract from safety.

A2.3.2.25.3. **(U)** Exceeded (Q-) criteria. Did not comply with published procedures and directives. Failed to make appropriate corrections.

#### A2.3.2.26. **Area 61. Power On Stalls.**

A2.3.2.26.1. **(Q)** Cleared the area. Selected an entry altitude that allowed task to be completed no lower than 1,500 feet AGL. Established the takeoff, departure, or cruise configuration, as specified by the flight examiner, and maintained coordinated flight throughout the maneuver. Set power (as assigned by the flight examiner) to no less than 65 percent power. Maintained a specified heading  $\pm 10^\circ$  if in straight flight; maintained a specified angle of bank not to exceed  $20^\circ$ ,  $\pm 10^\circ$  if in turning flight, until an impending or full stall is reached, as specified by the flight examiner. Recovered at the first indication of a stall or after a full stall has occurred, as specified by the flight examiner.

A2.3.2.26.2. **(Q-)** Made minor deviations that did not detract from safety. Slow to recognize. Late to recognize secondary stall.

A2.3.2.26.3. **(U)** Misapplied flight control and power inputs, resulting in excessive altitude loss. Did not recognize secondary stall and did not recover properly. Exceeded aircraft limits.

#### A2.3.2.27. **Area 62. Power-Off Stalls.**

A2.3.2.27.1. **(Q)** Cleared the area. Selected an entry altitude that allowed task to be completed no lower than 1,500 feet AGL. Established the approach or landing configuration, as specified by the flight examiner, and maintained coordinated flight throughout the maneuver. Established a stabilized descent. Transitioned smoothly from the approach or landing attitude to a pitch attitude that will induce a stall. Maintained a specified heading  $\pm 10^\circ$  if in straight flight; maintained a specified angle of bank not to exceed  $20^\circ$ ,  $\pm 5^\circ$  if in turning flight, until an impending or full stall is reached, as specified by the flight examiner. Recovered at the first indication of a stall or after a full stall has occurred, as specified by the flight examiner.

A2.3.2.27.2. **(Q-)** Made minor deviations that did not detract from safety. Slow to recognize. Late to recognize secondary stall.

A2.3.2.27.3. **(U)** Failed to recognize 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.

#### A2.3.2.28. **Area 70. – Tactical Plan.**

A2.3.2.28.1. **(Q)** Well-developed plan that included consideration of mission objectives and potential threats. Appropriately identified contingencies and alternatives.

A2.3.2.28.2. **(Q-)** Minor omissions in the plan resulted in less-than-optimum achievement of objectives and detracted from mission effectiveness. Planned tactics resulted in unnecessary difficulty.

A2.3.2.28.3. **(U)** Major errors in the plan precluded accomplishment of the stated objectives. Failed to identify any contingencies or alternatives.

**A2.3.2.29. Area 71. – Mission Briefing.**

A2.3.2.29.1. **(Q)** Well organized and presented in a logical sequence. Established specific objectives for each of the targets.

A2.3.2.29.2. **(Q-)** Poorly organized or incomplete briefing. Target objectives undefined and poorly quantified. Omitted some minor training events.

A2.3.2.29.3. **(U)** Confusing presentation or did not brief targets.

**A2.3.2.30. Area 72. – Tactics/Threats.**

A2.3.2.30.1. **(Q)** Thorough knowledge of all tactics and threats applicable to the mission.

A2.3.2.30.2. **(Q-)** Deficiencies in depth of knowledge or comprehension of tactics and threats that would not preclude successful mission accomplishment.

A2.3.2.30.3. **(U)** Insufficient knowledge of tactics and threats contributed to ineffective mission accomplishment.

**A2.3.2.31. Area 73. Mission Execution.**

A2.3.2.31.1. **(Q)** Applied tactics consistent with the threat, current directives, and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained situational awareness.

A2.3.2.31.2. **(Q-)** Minor deviations from tactical plan, which did not result in an ineffective mission. Slow to adapt to changing environment. Poor situational awareness.

A2.3.2.31.3. **(U)** Unable to accomplish the mission due to major errors of commission or omission during execution. Situational awareness lost, aircraft put in undue/unnecessary risk.

**A2.3.2.32. Area 74. NVG Usage/Limitations.**

A2.3.2.32.1. **(Q)** Correctly described the use/limitations of night vision goggles (NVGs). Proper pre-flight, handling, and use of NVGs during the flight.

A2.3.2.32.2. **(Q-)** Minor deviations from Q criteria which did not affect safe/effective mission accomplishment. Demonstrated a need for additional training in the use/limitations of NVGs.

A2.3.2.32.3. **(U)** Major deviations from Q criteria. Procedures for using NVGs were incorrect. Did not perform a proper pre-flight. Caused damage to equipment. Mission

unsuccessful as a result of improper NVG usage. No knowledge of use/limitations of NVGs.

**A2.3.2.33. Area 75. Ingress.**

A2.3.2.33.1. **(Q)** Aware of all known/simulated threats and defenses. Employed effective use of route and altitude selection.

A2.3.2.33.2. **(Q-)** Ignored some of the known/simulated threats and defenses. Improper use of route and altitude selection resulted in unnecessary exposure.

A2.3.2.33.3. **(U)** Failed to honor known/simulated threats and defenses significantly reducing survivability.

**A2.3.2.34. Area 76. Tactical Airspace.**

A2.3.2.34.1. **(Q)** Demonstrate knowledge of and/or ability to operate in killboxes and/or enter/exit and operate in Restricted Operating Zones (ROZ).

A2.3.2.34.2. **(Q-)** Demonstrated limited ability to operate in killboxes and/or enter/exit and operate in Restricted Operating Zones (ROZ). Accomplished tasks with minor deviations or not to the proficient level. Mission accomplishment and flight safety not jeopardized.

A2.3.2.34.3. **(U)** Unable to operate in killboxes and/or enter/exit and operate in Restricted Operating Zones (ROZ). Caused significant mission delays and/or jeopardized flight safety.

**A2.3.2.35. Area 77. Mission Data Transmission/Tactical Communications.**

A2.3.2.35.1. **(Q)** Radio/Data communications (both internal and external) were concise, accurate, and effectively used to direct maneuvers or describe the tactical situation. Demonstrated knowledge of and/or ability to effectively communicate with supported forces and/or de-conflict/coordinate airspace requirements.

A2.3.2.35.2. **(Q-)** Minor terminology errors or omission occurred, but did not significantly detract from situational awareness, mutual support, or mission accomplishment. Extraneous comments over primary or secondary radios presented minor distractions. Communication with supported forces and/or airspace requirements acceptable with minor deviations or not to the proficient level.

A2.3.2.35.3. **(U)** Radio/Data communications over primary/secondary radios were inadequate or excessive. Inaccurate or confusing terminology significantly detracted from mutual support, situational awareness, or mission accomplishment. Unable to effectively communicate with supported forces and/or de-conflict/coordinate airspace requirements.

**A2.3.2.36. Area 81. Training Rules/Rules of Engagement (ROE).**

A2.3.2.36.1. **(Q)** Adhered to, and knowledgeable of, all training rules/ROE. Used proper procedures for entering and exiting the range. Range operations followed established procedures/restrictions.

A2.3.2.36.2. **(Q-)** Minor deviations. Made timely, positive corrections. Did not jeopardize safety of flight. Minor deviations from established procedures for range entry, exit, or operations.

A2.3.2.36.3. **(U)** Significant deviations indicating a lack of knowledge of training rules/ROE and their application. Major deviations from established procedures for range entry, exit, or operations.

**A2.3.2.37. Area 82. Aircraft Positioning.**

A2.3.2.37.1. **(Q)** Maneuvered to clearly observe the target/attain EEIs, meet detection concern during all phases of the target prosecution. Maintained terrain awareness. Complied with established altitude minimums. Adhered to airspace restrictions including buffer zones, restrictive fire plans, fire support coordination lines, friendly artillery fans, ingress/egress corridors, and other airspace restrictions.

A2.3.2.37.2. **(Q-)** Observation position afforded less than optimal view of the target or deconfliction with participating aircraft. Occasionally out of position to attain EEIs or meet detection concern. Recognized and corrected deviations from planned route of flight. Maintained terrain awareness. Altitude control contributed to exposure to threats for brief periods.

A2.3.2.37.3. **(U)** Observation position did not allow an adequate view of the target. Observation position was inappropriate for attaining EEIs and/or meeting detection concern. Failed to locate desired destination. Deviations from planned route of flight exposed flight to threats. Violated airspace restrictions or altitude minimums. Poor airspeed/altitude control contributed to disorientation. Inadequate terrain awareness.

**A2.3.2.38. Area 84. – Egress.**

A2.3.2.38.1. **(Q)** Aware of all known/simulated threats and defenses. Employed effective use of route and altitude selection to complete an expeditious egress from the target area.

A2.3.2.38.2. **(Q-)** Ignored some of the known/simulated threats and defenses. Egress contributed to unnecessary exposure to threats and delayed departure from target area.

A2.3.2.38.3. **(U)** Failed to honor known/simulated threats and defenses significantly reducing survivability. Egress caused excessive exposure to threats.

**A2.3.2.39. Area 103. Airdrop Rigging Procedures.**

A2.3.2.39.1. **(Q)** Correctly rigged and identified key airdrop components

A2.3.2.39.2. **(Q-)** Difficulty rigging and/or identifying key airdrop components

A2.3.2.39.3. **(U)** Failed to rig and/or identify key airdrop components

**A2.3.2.40. Area 104. Airdrop Procedures.**

A2.3.2.40.1. **(Q)** Complied with all published or briefed procedures. Correctly identified the DZ and made appropriate corrections to DZ run in course alignment. Course alignment was flown IAW briefed mission plan or as updated in flight by aircrew. Aircraft configuration was correct for airdrop operations. Post DZ operation

escape routing was executed IAW published or briefed procedures. Airspeed:  $\pm 10$  KIAS. Altitude:  $\pm 50$  feet.

A2.3.2.40.2. **(Q-)** Minor deviations in published or briefed procedures. Identified DZ late despite clear DZ markings or sufficient landmarks/ground references. Course alignment was satisfactory but approached or flown at an off angle to the proper course alignment. Minor errors in the escape routing but did not affect mission accomplishment. Airspeed:  $\pm 15$  KIAS. Altitude:  $\pm 100$  feet.

A2.3.2.40.3. **(U)** Major deviations to published or briefed procedures which adversely effected mission accomplishment. Unable to identify DZ due to poor technique or pilot error. Did not fly proper course alignment or was unaware of alignment error. Mission not accomplished due to aircraft configuration, poor DZ acquisition, course alignment, or deviation from procedures caused by pilot error or omission. Did not recognize a no-drop situation. Exceeded Q- criteria. Compromised Safety. Did not recognize a no-drop situation. Airspeed: Greater than  $\pm 15$  KIAS. Altitude: Greater than  $\pm 100$  feet.

#### A2.3.2.41. Area 106. Airdrop Knowledge.

A2.3.2.41.1. **(Q)** Correctly demonstrated airdrop procedures for the event being flown

A2.3.2.41.2. **(Q-)** Difficulty demonstrating and/or understanding airdrop procedures and load information.

A2.3.2.41.3. **(U)** Could not demonstrate and/or understand airdrop procedures and load information.

### A2.4. MISSION SYSTEMS OPERATOR EVALUATIONS.

A2.4.1. **Required Grading Areas.** [Table A2.4](#) prescribes required grading areas for C-208 Mission Systems Operator evaluations. Items in **BOLD** text are critical areas. Those areas annotated with an “I” apply to instructor evaluations only.

**Table A2.4. MSO Required Grading Areas.**

Area	QUAL/MSN	AD
1. Directives/Pubs	X	X
2. Mission Preparation	X	X
3. Briefings/Debriefing	X	X
4. Task Management	X	X
5. Comm Procedures	X	X
<b>6. Decision Making</b>	X	X
<b>7. Situational Awareness</b>	X	X
<b>8. Safety Consciousness</b>	X	X
<b>9. Airmanship</b>	X	X

Area	QUAL/MSN	AD
<b>10. Cockpit/Crew Coordination/Management/CRM</b>	X	X
11. Checklist Discipline	X	X
12. Life Support Equipment	X	X
13. Emergency Procedures	X	X
14. General Knowledge, Systems, Ops Limits	X	X
<b>15. Instructor Ability</b>	I	I
<b>16. Instructor Demonstration</b>	I	I
<b>17. Error Analysis/Grading Practices</b>	I	I
25. Preflight	X	X
27. Aircraft Configuration	X	X
28. Load Planning/Inspection		X
29. Cargo On/Off-Load/Pass		X
30. Tie-Down/Restraint		X
31. Hazardous Material		X
33. Weight and Balance		X
35. Ground Operations/Taxi	X	X
46. Engine Running On-/Off-Load		
70. Tactical Plan	X	X
71. Mission Briefing	X	X
72. Tactics/Threats	X	
73. Mission Execution	X	X
76. Tactical Airspace	X	
77. Msn Data Transmission/Tactics	X	
78. Sensor Systems Utilization	X	
79. Imagery Quality	X	
80. Target Analysis	X	
81. Trng Rules/ROE	X	
83. Aircraft Vectoring	X	

Area	QUAL/MSN	AD
103. Airdrop Rigging Procedures		X
105. Airdrop Procedures - Cabin		X
106. Airdrop Knowledge		X

#### A2.4.2. MSO Flight Phase Areas, Sub-Areas and Grading Criteria:

##### A2.4.2.1. Area 25. Preflight.

A2.4.2.1.1. **(Q)** Completed all systems preflight/inspections IAW tech orders, checklists, and instructions.

A2.4.2.1.2. **(Q-)** Minor deviations from established systems preflight/inspection. Used individual technique instead of established procedure and was unaware of differences.

A2.4.2.1.3. **(U)** Failed to preflight critical component or could not conduct a satisfactory preflight/inspectionC-208

##### A2.4.2.2. Area 27. Aircraft Configuration.

A2.4.2.2.1. **(Q)** Ensured the aircraft was properly configured to accommodate mission requirements. Familiar with various configurations as outlined in applicable directives and properly stowed configuration items that were not used.

A2.4.2.2.2. **(Q-)** Difficulty configuring the aircraft but did not impede mission. Limited knowledge of various configurations as outlined in applicable directives.

A2.4.2.2.3. **(U)** Failed to ensure proper aircraft configuration or caused mission delays; unsatisfactory knowledge of configurations; failed to properly stow configuration items.

##### A2.4.2.3. Area 28. Load Planning/Inspection.

A2.4.2.3.1. **(Q)** Accurately planned a passenger/cargo load and met aircraft center of gravity (CG) limits. Inspected load for proper preparation and documentation.

A2.4.2.3.2. **(Q-)** Difficulty planning a passenger/cargo load to meet CG limits; difficulty inspecting load for proper preparation and documentation.

A2.4.2.3.3. **(U)** Failed to plan a passenger/cargo load and meet CG limits; failed to inspect load for proper preparation and documentation

##### A2.4.2.4. Area 29. Cargo On-/Off-Load /Passenger/Patient Handling.

A2.4.2.4.1. **(Q)** Correctly on-/off-loaded the aircraft and in a safe, timely manner. Correctly briefed and performed passenger handling procedures.

A2.4.2.4.2. **(Q-)** Difficulty correctly on-/off-loading the aircraft. Had difficulty briefing and/or performing passenger handling procedures.

A2.4.2.4.3. **(U)** Failed to correctly/safely on-/off-load the aircraft; procedures caused undue delay. Failed to brief and/or did not perform proper passenger handling procedures.

**A2.4.2.5. Area 30. Tie-Down/Restraint.**

A2.4.2.5.1. **(Q)** Correctly calculated and applied correct amount of restraint to a given item. Understood and could state the principals of restraint.

A2.4.2.5.2. **(Q-)** Difficulty calculating or applying the correct amount of restraint. Did not fully understand the principals of restraint.

A2.4.2.5.3. **(U)** Failed to correctly calculate or apply the correct amount of restraint. Did not understand and could not state the principals of restraint.

**A2.4.2.6. Area 31. Hazardous Material.**

A2.4.2.6.1. **(Q)** Understood hazardous cargo procedures. Could comply with appropriate/applicable guidance and/or follow the procedures for air movement of hazardous cargo under tactical, contingency, or emergency conditions.

A2.4.2.6.2. **(Q-)** Understood hazardous cargo procedures but made minor deviations stating them; could comply with the provisions of appropriate/applicable guidance and/or follow the Procedures for air movement of hazardous cargo under tactical, contingency, or emergency conditions.

A2.4.2.6.3. **(U)** Did not understand hazardous cargo procedures.

**A2.4.2.7. Area 33. Weight and Balance.**

A2.4.2.7.1. **(Q)** Completed/checked weight and balance and performance data, IAW applicable directives/flight manual. Ensured the crew was aware of special requirements/equipment necessary for the flight. Aircraft gross takeoff limits: Not exceeded. Center of gravity limitations: Not exceeded.

A2.4.2.7.2. **(Q-)** Same as above except for minor errors or omissions that could degrade mission effectiveness. Aircraft gross takeoff limits: Not exceeded. Center of gravity limitations: Not exceeded.

A2.4.2.7.3. **(U)** Major errors or omissions that would preclude safe and effective mission accomplishment. Exceeded the limits of (Q-).

**A2.4.2.8. Area 46. Engine Running On-/Off-Load.**

A2.4.2.8.1. **(Q)** Followed/explained proper procedures for engine running on-/off-load operations.

A2.4.2.8.2. **(Q-)** Difficulty following/explaining proper procedures for engine running on-/off-load operations.

A2.4.2.8.3. **(U)** Did not follow/explain proper procedures for engine running on-/off-loading.

**A2.4.2.9. Area 70. Tactical Plan.**

A2.4.2.9.1. **(Q)** Well-developed plan that included consideration of mission objectives and potential threats. Appropriately identified contingencies and alternatives.

A2.4.2.9.2. **(Q-)** Minor omissions in the plan resulted in less-than-optimum achievement of objectives and detracted from mission effectiveness. Planned tactics resulted in unnecessary difficulty.

A2.4.2.9.3. **(U)** Major errors in the plan precluded accomplishment of the stated objectives. Failed to identify any contingencies or alternatives.

**A2.4.2.10. Area 71. Mission Briefing.**

A2.4.2.10.1. **(Q)** Well organized and presented in a logical sequence. Established specific objectives for each of the targets.

A2.4.2.10.2. **(Q-)** Poorly organized or incomplete briefing. Target objectives undefined and poorly quantified. Omitted some minor training events.

A2.4.2.10.3. **(U)** Confusing presentation or did not brief targets

**A2.4.2.11. Area 72. Tactics/Threats.**

A2.4.2.11.1. **(Q)** Thorough knowledge of all tactics and threats applicable to the mission.

A2.4.2.11.2. **(Q-)** Deficiencies in depth of knowledge or comprehension of tactics and threats that would not preclude successful mission accomplishment.

A2.4.2.11.3. **(U)** Insufficient knowledge of tactics and threats contributed to ineffective mission accomplishment.

**A2.4.2.12. Area 73. Mission Execution.**

A2.4.2.12.1. **(Q)** Applied tactics consistent with the threat, current directives, and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained situational awareness.

A2.4.2.12.2. **(Q-)** Minor deviations from tactical plan, which did not result in an ineffective mission. Slow to adapt to changing environment. Poor situational awareness.

A2.4.2.12.3. **(U)** Unable to accomplish the mission due to major errors of commission or omission during execution. Situational awareness lost; aircraft put in undue/unnecessary risk.

**A2.4.2.13. Area 76. Tactical Airspace.**

A2.4.2.13.1. **(Q)** Demonstrate knowledge of and/or ability to operate in killboxes and/or enter/exit and operate in Restricted Operating Zones (ROZ).

A2.4.2.13.2. **(Q-)** Demonstrated limited ability to operate in killboxes and/or enter/exit and operate in Restricted Operating Zones (ROZ). Accomplished tasks with minor deviations or not to the proficient level. Mission accomplishment and flight safety not jeopardized.

A2.4.2.13.3. **(U)** Unable to operate in killboxes and/or enter/exit and operate in Restricted Operating Zones (ROZ). Caused significant mission delays and/or jeopardized flight safety.

**A2.4.2.14. Area 77. Mission Data Transmission/Tactical Communications.**

A2.4.2.14.1. **(Q)** Radio/Data communications (both internal and external) were concise, accurate, and effectively used to direct maneuvers or describe the tactical situation. Demonstrated knowledge of and/or ability to effectively communicate with supported forces and/or de-conflict/coordinate airspace requirements.

A2.4.2.14.2. **(Q-)** Minor terminology errors or omission occurred, but did not significantly detract from situational awareness, mutual support, or mission accomplishment. Extraneous comments over primary or secondary radios presented minor distractions. Communication with supported forces and/or airspace requirements acceptable with minor deviations or not to the proficient level.

A2.4.2.14.3. **(U)** Radio/Data communications over primary/secondary radios were inadequate or excessive. Inaccurate or confusing terminology significantly detracted from mutual support, situational awareness, or mission accomplishment. Unable to effectively communicate with supported forces and/or de-conflict/coordinate airspace requirements.

**A2.4.2.15. Area 78. Sensor Systems Utilization.**

A2.4.2.15.1. **(Q)** Correctly operated the sensor to acquire and exploit the target.

A2.4.2.15.2. **(Q-)** Poor operation of sensor hindered target identification, acquisition, or exploitation of the target.

A2.4.2.15.3. **(U)** Could not direct sensors to acquire or exploit targets.

**A2.4.2.16. Area 79. Imagery Quality .**

A2.4.2.16.1. **(Q)** Successfully imaged all assigned/attempted targets IAW mission requirements.

A2.4.2.16.2. **(Q-)** Image quality was degraded (crew-induced factors), but still permitted accurate interpretation.

A2.4.2.16.3. **(U)** Sensor induced factors caused poor image resulting in non-fulfillment of EEIs.

**A2.4.2.17. Area 80. Target Analysis.**

A2.4.2.17.1. **(Q)** Accurately identified key features of target including status and meaning of activity.

A2.4.2.17.2. **(Q-)** Could identify most but not all key features of target including status and/or level of activity.

A2.4.2.17.3. **(U)** Could not identify key features or determine status of target.

**A2.4.2.18. Area 81. Training Rules/Rules of Engagement (ROE).**

A2.4.2.18.1. **(Q)** Adhered to, and knowledgeable of, all training rules/ROE. Used proper procedures for entering and exiting the range. Range operations followed established procedures/restrictions.

A2.4.2.18.2. **(Q-)** Minor deviations. Made timely, positive corrections. Did not jeopardize safety of flight. Minor deviations from established procedures for range entry, exit, or operations.

A2.4.2.18.3. (U) Significant deviations indicating a lack of knowledge of training rules/ROE and their application. Major deviations from established procedures for range entry, exit, or operations.

**A2.4.2.19. Area 83. Aircraft Vectoring.**

A2.4.2.19.1. (Q) Demonstrated the ability for MSO direction to position the aircraft to facilitate collection, reconnaissance, or movement from point to point.

A2.4.2.19.2. (Q-) Demonstrated limited ability for MSO direction to position the aircraft to facilitate collection, reconnaissance, or movement from point to point. Accomplished tasks with minor deviations or not to the proficient level. Mission accomplishment and flight safety were not jeopardized.

A2.4.2.19.3. (U) Unable to direct the aircraft to facilitate collection, reconnaissance, or movement from point to point. Caused significant mission delays and/or jeopardized flight safety.

**A2.4.2.20. Area 103. Airdrop Rigging Procedures.**

A2.4.2.20.1. (Q) Correctly rigged and identified key airdrop components

A2.4.2.20.2. (Q-) Difficulty rigging and/or identifying key airdrop components.

A2.4.2.20.3. (U) Failed to rig and/or identify key airdrop components

**A2.4.2.21. Area 105. Airdrop Procedures—Cabin.**

A2.4.2.21.1. (Q) Complied with all published or briefed procedures.

A2.4.2.21.2. (Q-) Minor deviations in published or briefed procedures

A2.4.2.21.3. (U) Major deviations to published or briefed procedures which adversely effected mission accomplishment. Did not recognize a no- drop situation.

**A2.4.2.22. Area 106. Airdrop Knowledge.**

A2.4.2.22.1. (Q) Correctly demonstrated airdrop procedures for the event being flown, if performed

A2.4.2.22.2. (Q-) Difficulty demonstrating and/or understanding airdrop procedures and load information.

A2.4.2.22.3. (U) Could not demonstrate and/or understand airdrop procedures and load information

**A2.5. Form 8 Mission Descriptions.** Use the following examples below as a guide to document evaluations on the AF Form 8. Additional/alternative language is authorized.

A2.5.1. **Upgrade Evaluations.** State the specific upgrade type in all capital letters in the first sentence. For example: This QUAL/INSTM/MSN evaluation was flown in conjunction with a C-208 INSTRUCTOR PILOT UPGRADE.

A2.5.2. **Pilot QUAL/INSTM/MSN Evaluation.** This was a day/night QUAL/INSTM/MSN evaluation flown from the left/right seat in the vicinity of Bob Sikes Regional (KCEW). Weather was \_\_\_\_\_. The examinee flew an ILS approach and VOR approach with a procedure turn to a circling approach. Additionally, the examinee performed VFR patterns to include an

ELP, full, partial and no-flap landings. Area work included slow flight, stalls, and steep turns. Mission events included soft & short field takeoffs and landings. All required maneuvers were accomplished. Mrs. Jane Doe, AETC/A3XF, was debriefed on the result of this evaluation.

**A2.5.3. Pilot SPOT Airdrop.** This day/night SPOT-AIRDROP evaluation flown from the left/right seat in the vicinity of Bob Sikes Regional (KCEW) and Defuniak DZ (54J). Weather was \_\_\_\_\_. The examinee completed two airdrops. Examinee conducted a "No-Drop" on first run and an SATB drop on second run with a drop score of no more than 40 yards. All required maneuvers were accomplished. Mrs. Jane Doe, AETC/A3XF, was debriefed on the result of this evaluation.

**A2.5.4. Pilot SPOT ISR.** This day/night SPOT-ISR evaluation flown from the left/right seat in the vicinity of Bob Sikes Regional (KCEW). Weather was \_\_\_\_\_. Mission profile included ISR mission planning/preparation, enroute navigation, target identification, and support to a simulated direct-action mission. All required maneuvers were accomplished. Mrs. Jane Doe, AETC/A3XF, was debriefed on the result of this evaluation.

**A2.5.5. MSO QUAL/MSN.** This day/night MSN-ISR evaluation flown in the vicinity of Bob Sikes Regional (KCEW). Weather was \_\_\_\_\_. Mission profile included ISR mission planning/preparation, enroute navigation, target identification, and support to a simulated direct-action mission. All required maneuvers were accomplished. Mrs. Jane Doe, AETC/A3XF, was debriefed on the result of this evaluation.

**A2.5.6. MSO SPOT Airdrop.** This day/night SPOT-AIRDROP evaluation flown the vicinity of Bob Sikes Regional (KCEW) and Defuniak DZ (54J). Weather was VFR. The examinee completed two airdrops. Examinee conducted a "No-Drop" on first run and an SATB drop on second run. Mrs. Jane Doe, AETC/A3XF, was debriefed on the result of this evaluation.

**A2.5.7. Instructor Evaluations.** For instructor evaluations, specific instructional areas will be documented on the AF Form 8. For example, "Instructional ability was demonstrated with a thorough discussion of the engine oil system in the brief as well as energy management techniques during the ELP." Place this sentence prior to the last sentence of the mission description. Instructional ability must be evaluated on all periodic examinations for aircrew certified as instructors.

**A2.6. C-208 Critical Action Procedures.** The emergency procedures in [Table A2.5](#) are considered Critical Action Procedures (CAPs). These procedures must be recited, either verbally or written, from memory. Satisfactory performance requires reciting the proper actions in the correct sequence, not necessarily a verbatim response.

**Table A2.5. Critical Action Procedures (CAPs).**

<b>ENGINE FIRE DURING START ON GROUND</b>
1. FUEL CONDITION Lever -CUTOFF
2. FUEL BOOST Switch – OFF
3. STARTER Switch - MOTOR
<b>ENGINE FAILURE DURING TAKEOFF ROLL</b>
1. POWER Lever – BETA RANGE
2. Brakes- APPLY
<b>ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF</b>
1. Airspeed- 90 KIAS
<b>ENGINE FAILURE DURING FLIGHT</b>
1. Airspeed - 95 KIAS
2. POWER Lever – IDLE
3. PROP RPM Lever – FEATHER
4. FUEL CONDITION Lever – CUTOFF
<b>ENGINE FLAMEOUT DURING FLIGHT</b>
<i>If Ng is ABOVE 50%</i>
1. POWER Lever – IDLE
2. IGNITION SWITCH – ON
<i>If Ng is BELOW 50%</i>
1. FUEL CONDITION Lever – CUTOFF
<b>UNCOMMANDED ENGINE POWER REDUCTION TO IDLE</b>
1. POWER Lever- IDLE
2. EMERGENCY POWER Lever – SET POWER AS REQUIRED
<b>RED RSVR LOW ANNUNCIATOR COMES ON</b>
1. FUEL TANK SELECTORS -BOTH ON
2. IGNITION SWITCH – ON
3. FUEL BOOST Switch - ON
<b>ENGINE FIRE IN FLIGHT</b>
1. POWER Lever – IDLE
2. PROP RPM Lever – FEATHER

3. FUEL CONDITION Lever – CUTOFF
4. FUEL/OIL SHUTOFF Knob – PULL OFF
5. CABIN HEAT FIREWALL SHUTOFF KNOB- PULL OFF
<b>ELECTRICAL FIRE IN FLIGHT / CABIN FIRE</b>
1. STBY ALT PWR Switch – OFF
2. GENERATOR Switch – TRIP
3. BATTERY Switch – OFF
4. Vents – CLOSED
5. AIR CONDITIONING Switch – OFF
6. TEMP Selector Knob – CLOSED
7. BLEED AIR HEAT Switch – OFF
8. Fire Extinguisher – ACTIVATE
9. Oxygen – ON
10. Cabin – VENTILATE