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AIR EDUCATION AND TRAINING
COMMAND**

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VOLUME 2**



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Flying Operations

***T-41, T-51, AND T-53 EVALUATION
CRITERIA***

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This publication implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. This publication establishes procedures and criteria for evaluation of all Air Education and Training Command (AETC) aircrew personnel performing duties in the T-41, T-51, and T-53 aircraft. This publication applies to all uniformed members of the Regular Air Force and Air Force Reserve, and to federal civilian employees assigned or attached to AETC for flying the T-41, T-51 and T-53. This publication does not apply to the Air National Guard or the United States Space Force. This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 U.S.C., Sec 9013, *Secretary of the Air Force*. The applicable SORN DoD 0005, *Defense Training Records*, is available at: <http://dpclo.defense.gov/Privacy/SORNs.aspx>. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility using Department of the Air Force Form 847, *Recommendation for Change of Publication*; route Department of the Air Force Forms 847 through the Standardization and Evaluation functional channels. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor’s

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Chapter 1

GENERAL INFORMATION

1.1. Roles and Responsibilities.

1.1.1. The Chief, 19th Air Force Standardization and Evaluation. The Chief, 19th Air Force Standardization and Evaluation is responsible for establishing and managing the Major Command Standardization and Evaluation program, in accordance with Air Force Manual (AFMAN) 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*.

1.1.2. Operations Group Commander. The Operations Group Commander is responsible for establishing and maintaining the unit-level Standardization and Evaluation program and ensuring flight examiners administer evaluations in accordance with AFMAN 11-202, Volume 2, and this publication.

1.1.3. Flight Examiners (FE). FEs are responsible for administering Standardization and Evaluation programs in accordance with AFMAN 11-202, Volume 2, and this publication.

1.2. Procedures:

1.2.1. Flight examiners will use the evaluation criteria contained in this instruction for conducting flight and emergency procedure evaluations. **(T-2)** To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

1.2.2. The examinee will fly in the seat that best enables the FE to conduct a thorough evaluation. **(T-3)**

1.2.3. Prior to the flight, the FE will brief the examinee on the purpose and conduct of the evaluation. **(T-2)** The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data, mission materials, and charts (as required). **(T-3)**

1.2.4. The FE will thoroughly debrief all aspects of the flight. **(T-2)** Debriefs will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. **(T-3)** The FE must debrief a squadron supervisor after all evaluations. **(T-3)** Additionally, a squadron supervisor must attend the debrief if the overall grade is Qualification Level 3 (Q-3). **(T-3)**

1.2.5. To initially qualify as an instructor, a pilot must successfully complete training in accordance with AETC Manual (AETCMAN) 11-2T-41-51-53, Volume 1, *T-41, T-51 and T-53 Aircrew Training*, and a dedicated initial instructor evaluation. **(T-2)** Subsequently, all periodic evaluations for designated instructors will include an evaluation of their ability to instruct. **(T-2)** FEs will act as a student for the purpose of evaluating the examinee's instructional ability. **(T-3)**

1.3. Grading Instructions:

1.3.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. FEs will not consider momentary deviations from tolerances in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize

flying safety. **(T-2)** FEs may consider cumulative deviations when determining the overall grade.

1.3.2. FEs will use the grading criteria in **Table 1.1** and **Table 3.1** to determine individual area grades. **(T-2)** When the examinee performs in individual areas well above the grading criteria standards, then the FE may make an appropriate comment stating performance or instruction was commendable in the Examiner's Remarks in the Comments block of the Air Force Form 8, *Certificate of Aircrew Qualification*, or Air Force Form 8a, *Certificate of Aircrew Qualification (Multiple Aircraft)*. FE judgment should be exercised when the evaluation criterion is subjective, the specific situation is not covered, or the criteria references Federal Aviation Administration (FAA) guidance.

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 11-202, Volume 2, this instruction and FE judgment. **(T-2)**

1.3.4. If the examinee receives an unqualified grade (U) in any critical area, the FE will mark the overall grade for the evaluation as unqualified (Q-3). **(T-2)** **Chapter 3** identifies the critical areas with "Critical" in the area title. FEs grade critical areas as required by AFMAN 11-202, Volume 2.

1.3.5. FEs will apply the general evaluation criteria in **Table 1.1** during all phases of flight except for specific events noted in **Table 3.1**.

Table 1.1. General Evaluation Criteria.

General Area	Q	Q-	U
Altitude	±100 feet	±200 feet	Exceeds Q- limits
Airspeed	±5 knots	±10 knots	
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 oral emergency procedure evaluations on the ground. **(T-2)**

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

1.4.1.1. General knowledge, including aircraft systems, operating procedures, and the national airspace system. **(T-2)**

1.4.1.2. Emergency procedures (evaluate at least one). **(T-2)**

1.4.1.3. Alternate or divert airfields. **(T-2)**

1.4.2. Units will not permit examinees receiving an overall unqualified grade (Q-3) because of an unsatisfactory emergency procedure evaluation to fly in any aircrew position until the examinee completes a successful reevaluation. **(T-2)**

1.4.3. For each emergency procedure evaluation graded “qualified” with additional training required, the FE will indicate whether the additional training should be accomplished before the next flight. **(T-3)**

1.5. Completion of Air Force Form 8 or Air Force Form 8A.

1.5.1. FEs will record aircrew member qualifications on the Air Force Form 8 or Air Force Form 8A, in accordance with AFMAN 11-202, Volume 2. **(T-2) (Exception:** Units may record nonrated aircrew qualifications on a temporary certificate of evaluation kept in the aircrew member’s training records.)

1.5.2. When an evaluation in one aircraft satisfies the evaluations requirements in another aircraft, FEs will include a comment stating so in the examiner’s remarks on an Air Force Form 8 or Air Force Form 8A. **(T-3)**

Chapter 2

EVALUATION REQUIREMENTS

2.1. General. There are four types of evaluations: qualification, mission, instructor, and spot. Evaluations include requisites and required areas.

2.1.1. Alternative Evaluation Methods. Alternate evaluation methods are not authorized. **(T-2)** If the FE cannot adequately evaluate one or more of the required items, the examinee must complete an additional flight to complete the evaluation. **(T-2)**

2.1.2. Publications Check. The FE will check these publications during the evaluation:

2.1.2.1. For T-41 evaluations: Technical Order 1T-41D-1CL-1, *Pilot's Abbreviated Flight Crew Checklist, USAF Series T-41D Aircraft*; and the local in-flight guide. **(T-2)**

2.1.2.2. For T-51 evaluations: Technical Order 1T-51A-1CL-1, *Pilot's Abbreviated Flight Crew Checklist, USAF Series T-51A Aircraft*, and the local in-flight guide. **(T-2)**

2.1.2.3. For T-53 evaluations: Technical Order 1T-53A-1CL-1, *Pilot's Abbreviated Flight Crew Checklist, USAF Series T-53A Aircraft*, and the local in-flight guide. **(T-2)**

2.1.2.4. For pilots qualified in multiple aircraft, check each set of publications. **(T-2)**

2.2. Requisites. **Table 2.1** indicates the minimum requisites for each type of evaluation. **(T-2)** When pilots combine periodic evaluations, pilots will accomplish all requisites for each evaluation and FEs will document completion in the ground phase section of Air Force Form 8 or Air Force Form 8A. **(T-2)** For each required exam, units may combine questions covering multiple aircraft into a single test.

Table 2.1. Evaluation Requisites.

Requisite	Qualification	Mission/Instructor	Spot
Open book exam	R		
Closed book	R		
Boldface exam	R	R	
Emergency Procedure Evaluation	R	R	
Legend: R = Required			

2.3. Pilot Evaluations. The FE will include all required (R) areas from **Table 2.2** in the flight evaluation profile. **(T-2)** A qualification evaluation in the T-41, T-51, or T-53 satisfies the periodic qualification evaluation requirements for the other aircraft so that pilots only require one periodic qualification evaluation.

2.4. Instructor Pilot Evaluations. The FE will include all required areas from **Table 2.2** in the flight evaluation profile. **(T-2)** The examiner will attempt at least two area maneuvers and one landing for the examinee to instruct and evaluate. **(T-2)** A Mission/Instructor evaluation in the T-41, T-51, or T-53 satisfies the periodic Mission/Instructor evaluation requirements for the other aircraft so that pilots only require one periodic Mission/Instructor evaluation.

Table 2.2. T-41, T-51, and T-53 Evaluation Requirements.

A R E A	Title	Qualification	Mission/Instructor
1	Mission Planning.	R	R
2	Mission Briefing.	R	R
3	Ground Operations.	R	R
4	Takeoff.	R	R
5	Departure/Arrival.	R	R
6	Climb.	R	R
7	Clearing.	R	R
8	Level Off.	R	R
9	Navigation.	R	R
10	In-Flight Checks.	R	R
11	In-Flight Planning/Area Orientation.	R	R
12	Communication/Transponder Procedures.	R	R
13	Crew Coordination.		R
14	Risk Management and Decision-making.	R	R
15	Task Management.	R	R
16	Debriefing.		R
17	Airmanship. (Critical)	R	R
18	Safety. (Critical)	R	R
19	Aircrew Discipline. (Critical)	R	R
20	Situational Awareness.	R	R
21	Steep Turns.	R	R
22	Traffic Pattern Stall Series. (Note 1)	R	R
23	Power-On Stall Series. (Note 2)	R	R
24	Slow Flight.	R	R
25	Simulated Forced Landing.	R	R
26	Simulated CAPS Scenario. (T-53)		
27	Advanced Maneuvers.	R	R
28	Unusual Attitudes.	R	R

29	Enroute Descent.	R	R
30	Traffic Entry.	R	R
31	Patterns.	R	R
32	Normal Landing. (Note 3)	R	R
33	Full Flap Landing. (T-41 and T-51 Only) (Note 4)	R	R
34	No-Flap Landing. (Note 5)	R	R
35	Touch-and-Go Procedures.	R	R
36	Go-Around.	R	R
37	Breakout and Reentry.		
38	Transfer of Aircraft Control.		R
39	Throttle, Mixture and Propeller Procedures.	R	R
40	Emergency Procedures.	R	R
41	General Knowledge.	R	R
42	Publications.	R	R
43	Instructor Knowledge.		R
44	Ability to Instruct.		R
45	Grading Practices.		R
46	Flight Test Techniques.		
47	National Intercollegiate Flying Association (NIFA) Maneuvers.		
48	FAA Advanced Flying Maneuvers.		
49	Navigation. (Outside Local Area)		
50	Mountain Flying.		
51	Mountain Stereo Route.		

Notes:

1. Accomplish at least two of the three traffic pattern stalls listed in **Table 3.1**.
2. Accomplish at least two of the three power-on stalls listed in **Table 3.1**.
3. Accomplish landings at: 20 degrees of flaps (T-41 or T-51); 100% or 50% flaps (T-53).
4. Accomplish T-41 or T-51 landings with the flaps in the full DOWN position.
5. Accomplish landings with flaps in the UP position (T-41, T-51, and T-53).

Legend: R = Required

2.5. Instrument Evaluations. Units will not conduct instrument evaluations. (T-2)

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, FEs will use the grading criteria in [Table 3.1](#) for required proficiency standards. (T-2)

Table 3.1. Evaluation Criteria.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
1	Mission Planning.	Developed plan to complete all mission requirements in a timely manner and according to all applicable directives. Was aware of alternatives available if flight couldn't be completed as planned. Correctly planned the flight based on the national airspace system. Read and initialed all items in the flight crew information file or read files. Was prepared at briefing time.	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. Violated the national airspace system. Displayed faulty knowledge of operating data or procedures. Did not review or initial flight crew information file item. Was not prepared at briefing time.
2	Mission Briefing: a. Organization.	Briefing well organized and comprehensive with a logical sequence. Finished in time to allow for preflight of personal equipment and aircraft	Events were out of sequence and hard to follow; some were redundant.	Gave a confusing presentation. Did not allow time for preflight of personal equipment and aircraft.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
	b. Presentation.	Clearly defined mission requirements and objectives. Ensured cockpit/crew resource management objectives clearly understood. Solicited questions and comments.	Did not adequately discuss cockpit/crew resource management objectives. Dwelled on nonessential mission items.	Briefing was redundant throughout. Lost interest of flight members. Presentation created doubts or confusion.
3	Ground Operations.	Established and adhered to station, start engine, taxi, and takeoff times to assure thorough preflight, check of personal equipment, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major checklist items. Major deviations in procedure would have prevented safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Errors directly contributed to a late takeoff that degraded the mission or made it ineffective.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
4	Takeoff.	Maintained smooth aircraft control throughout takeoff. Maintained runway alignment ± 10 feet during takeoff. Rotated -0 to +10 knots indicated airspeed (KIAS) of rotation speed. Retracted flaps after safely airborne and prior to exceeding aircraft limits.	Made minor procedural deviations that did not detract from the takeoff. Control was rough or erratic. Runway alignment was ± 20 feet. Rotated -0 to +15 KIAS of rotation speed.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised flaps too early or too late. Failed to establish proper climb attitude. Over-controlled aircraft, resulting in excessive deviations from intended flight-path.
5	Departure/Arrival.	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	Climb.	Climb performed with full throttle, proper revolutions per minute (RPM) and a consistent pitch attitude. Airspeed -0 to +5 KIAS. Complied with all restrictions.	Climbed with improper RPM (± 100 RPM). Pitch attitude inconsistent but safety not compromised. Airspeed -5 to +10 KIAS.	Exceeded Q-criteria. Failed to make appropriate corrections. Safety compromised.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
7	Clearing.	Recognized actual or potential conflicts and adjusted aircraft performance to safely avoid those conflicts. Effectively utilized accepted clearing techniques and employed aircraft systems to aid in clearing.	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.
8	Level Off.	Level off was smooth. Promptly established proper cruise airspeed.	Level off was erratic. Was slow in establishing proper cruise airspeed.	Leveled off at the wrong altitude. Had excessive delay or failed to establish proper cruise airspeed.
9	Navigation.	Demonstrated satisfactory capability to navigate, using appropriate navigation procedures. Complied with clearance instructions. Was aware of position at all times. Remained within the confines of assigned airspace.	Made minor errors in procedures or use of navigation equipment. Was slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.	Exceeded Q-criteria. Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
10	In-Flight Checks.	Completed all checklist items correctly and at the proper point in the mission.	Same as Q except for minor deviations during checks that did not detract from mission accomplishment.	Did not perform in-flight checks or monitor systems.
11	In-Flight Planning/Area Orientation.	Actively monitored fuel throughout the mission and complied with all established fuel requirements. Adhered to briefed joker and bingo. Adjusted mission profile to comply with time or fuel limitations, weather, and area limits. Remained within area boundaries and used assigned airspace efficiently.	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. Exceeded area boundaries.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
12	Communication and Transponder Procedures.	<p>Able to understand and prioritize multiple radio transmissions. Correctly formulated timely and accurate responses using proper terminology. Complied with and acknowledged all required instructions. All required radio calls made in accordance with directives. Inter-cockpit communication was clear and concise. Used appropriate transponder procedures in accordance with directives.</p>	<p>Occasional deviations from procedures required retransmissions or resetting codes. Was slow to initiate (or missed) some required calls. Made minor errors or omissions that did not significantly detract from situational awareness or mission accomplishment. Transmissions were not in proper sequence or used nonstandard terminology. Communication was sometimes unclear or confusing, but did not significantly impact mission accomplishment or flight safety.</p>	<p>Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted (or missed) numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, or mission accomplishment. Unclear or confusing inter-cockpit communication significantly impacted mission accomplishment or flight safety.</p>

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
13	Crew Coordination.	Provided direction and information when necessary. Effectively coordinated with other crewmembers throughout the mission. Focused crew attention on task at hand. Solicited inputs from other crewmembers when appropriate.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew or mission efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
14	Risk Management and Decision-making.	Accurately identified all 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.	Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.
15	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.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
16	Debriefing.	Thoroughly debriefed objectives and applicable portions of the mission. Complete and accurate analysis of all events or maneuvers.	Performed a limited debriefing. Did not debrief all deviations. Was occasionally unclear in analysis of events or maneuvers.	Made major errors or omissions in debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Debriefing was below the caliber of that expected of instructors.
17	Airmanship. (Critical)	Executed assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	Note: Because this area is critical, Q- is not applicable.	Poor decisions resulted in failure to accomplish the assigned mission. Demonstrated poor judgment that compromised safety.
18	Safety. (Critical)	Was aware of and complied with all factors required for safe aircraft operation and mission accomplishment.	Note: Because this area is critical, Q- is not applicable.	Was not aware of or did not comply with all factors required for safe operation or mission accomplishment. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
19	Aircrew Discipline. (Critical)	Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	Note: Because this area is critical, Q- is not applicable.	Failed to exhibit strict flight or crew discipline. Knowingly violated flight restrictions or established procedures.
20	Situational Awareness.	Accurately analyzed flight conditions to minimize effects of adverse factors and capitalized on opportunities. Maintained fuel awareness and planned and acted in a timely manner to ensure safe mission accomplishment. Never exceeded capability to safely control the aircraft. Prioritization of flight requirements assured mission success.	Missed occasional opportunities to effectively conduct mission. Neglected consideration for other aircraft. Minor misprioritization detracted from mission effectiveness without compromising success.	Misanalysis of flight conditions and failure to prioritize compromised safety or mission accomplishment.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
21	Steep Turns.	Aircraft control was smooth and positive. Performed 360 degrees of turn in both directions. Bank angle was ± 5 degrees. Altitude was ± 100 feet. Rollout heading ± 10 degrees. Used sufficient rudder to remain coordinated throughout the maneuver.	Made minor deviations. Bank angle was ± 10 degrees. Altitude was ± 200 feet. Rollout heading was ± 15 degrees. Used insufficient rudder to remain coordinated throughout the maneuver	Exceeded Q-criteria. Failed to make appropriate corrections.
22	Traffic Pattern Stall Series. a. Imminent Traffic Pattern Stall.	Recovered properly at the artificial stall warning, with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall. Remained coordinated throughout maneuver.	Delayed recovery beyond the artificial stall warning. Allowed the aircraft to enter a secondary stall. Delayed recognition and correction of uncoordinated flight.	Failed to recognize approach to stall indications. Misapplied flight control and throttle inputs in a manner that aggravated the approach to stall/stall condition and resulted in excessive altitude loss. Exceeded aircraft limits. Uncoordinated flight led to a spin.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
	<p>b. Turning Pattern Stall.</p> <p>c. Landing Attitude Stall.</p>	<p>Recovered properly at the first aerodynamic indication of a stall, with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall. Remained coordinated throughout maneuver.</p>	<p>Delayed recovery beyond the first aerodynamic indication of a stall. Allowed the aircraft to enter a secondary stall. Delayed recognition and correction of uncoordinated flight.</p>	<p>Failed to recognize approach to stall indications. Misapplied flight control and throttle inputs in a manner that aggravated the approach to stall/stall condition and resulted in excessive altitude loss. Exceeded aircraft limits. Uncoordinated flight led to a spin</p>
23	<p>Power-On Stalls Series. (Note: Loss of control effectiveness is indicated by an uncontrolled nose drop, roll, or yaw. In the T-53, the first aerodynamic indication of a stall includes aircraft buffet or loss of control effectiveness, whichever occurs first.)</p> <p>a. Straight Ahead Stall.</p> <p>b. Turning Stall.</p>	<p>Recovered to level flight with minimum loss of altitude and at a safe flying airspeed when flight control effectiveness was lost (T-41 or T-51), or at the first aerodynamic indication of a stall (T-53). Remained coordinated throughout maneuver. Did not enter a secondary stall.</p>	<p>Delayed recovery beyond when flight control effectiveness was lost (T-41 or T-51), or the first aerodynamic indication of a stall (T-53). Allowed the aircraft to enter a secondary stall. Delayed recognition and correction of uncoordinated flight.</p>	<p>Failed to recognize loss of control effectiveness (T-41 or T-51) or the first aerodynamic indication of a stall (T-53). Misapplied flight control and throttle inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits. Uncoordinated flight led to a spin.</p>

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
	c. Secondary Stall.	Recovered to level flight with minimum loss of altitude and at a safe flying airspeed at the first aerodynamic indication of a secondary stall. Remained coordinated throughout maneuver.	Delayed recovery beyond first aerodynamic indication of a secondary stall. Delayed recognition and correction of uncoordinated flight.	Failed to recognize secondary stall and apply recovery procedures. Misapplied flight control and throttle inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits.
24	Slow Flight.	Maintained appropriate slow flight airspeed -0 to +5 KIAS. Maintained altitude ± 100 feet. Used sufficient rudder to remain coordinated throughout the maneuver.	Maintained appropriate slow flight airspeed -5 to +10 KIAS. Maintained altitude ± 150 feet. Used insufficient rudder to remain coordinated throughout the maneuver.	Maintained deviations in excess of Q-criteria

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
25	Simulated Forced Landing.	<p>Complied with all flight manual and operational procedures.</p> <p>Maintained proper glide airspeed, -0 to +5 KIAS. Used sound judgment.</p> <p>Configured at the appropriate position or altitude.</p> <p>Flew final based on recommended procedures, airspeed, and glide path. Had smooth, positive control of aircraft. Aimpoint was according to applicable guidance and permitted safe stopping in available landing area.</p>	<p>Made minor procedural errors that did not detract from safe handling of the situation.</p> <p>Airspeed control was erratic.</p> <p>Configured at a position and altitude that allowed for a safe approach.</p> <p>Required unnecessary maneuvering due to minor errors in planning or judgment.</p> <p>Aimpoint was longer or shorter than desired.</p>	<p>Did not comply with applicable procedures. Erratic airspeed control compounded problems associated with the emergency.</p> <p>Judgment was unsafe. Required excessive maneuvering.</p> <p>Could not have landed safely.</p> <p>Touchdown point would not have allowed for safe stopping in available landing area. Exceeded aircraft limits.</p>
26	Simulated CAPS Scenario (T-53).	<p>Complied with all flight manual and operational procedures.</p> <p>Maintained proper glide airspeed, -0 to +5 KIAS. Used sound judgment.</p> <p>Applied simulated BOLDFACE at the appropriate position or altitude.</p> <p>Had smooth, positive control of aircraft.</p>	<p>Made minor procedural errors that did not detract from safe handling of the situation.</p> <p>Airspeed control was erratic.</p> <p>Applied simulated BOLDFACE at a safe position and altitude. Required unnecessary maneuvering due to minor errors in planning or judgment.</p>	<p>Exceeded Q-criteria.</p>

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
27	Advanced Maneuvers. (Note: Advanced Maneuvers includes Chandelles or Lazy Eights).	Maneuvers were smooth, positive, coordinated, and flown in accordance with all applicable directives. Attained proper entry parameters prior to beginning the maneuver and placed emphasis on use of outside references.	Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuvers was adequate, but not smooth and positive. Minor procedural deviations occurred.	Significantly missed entry parameters. Maneuvers were not flown in accordance with directives. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers. Exceeded aircraft limits.
28	Unusual Attitudes.	Made expeditious recovery to level flight without excessive altitude loss and without stalling or exceeding aircraft limits.	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.
29	Enroute Descent.	Performed enroute descent as published or directed and complied with all restrictions and directives.	Minor deviations in airspeed and navigation occurred.	Failed to comply with published or directed enroute descent instructions or directives.
30	Traffic Entry.	Performed traffic entry as published or directed and complied with all restrictions and directives.	Minor deviations occurred.	Failed to comply with published or directed traffic entry instructions or directives.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
31	Patterns.	Properly analyzed pattern winds. Maintained appropriate pattern airspeeds -0 to +10 KIAS. Maintained pattern altitude ± 100 feet prior to the base turn. Complied with published directives.	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Maintained appropriate pattern airspeeds -5 to +15 KIAS. Maintained pattern altitude ± 200 feet prior to the base turn.	Exceeded Q-criteria.
32	Normal Landing.	Properly analyzed winds. Aircraft properly configured. Final turn and final airspeed was -0 to +10 KIAS. Maintained proper runway alignment (± 10 feet) in the prescribed landing zone (first 1,000 feet). Braking was smooth and effective. Pitch attitude at touchdown was slightly higher than the pitch attitude used for takeoff.	Final turn and final airspeed was -5 to +15 KIAS. Touchdown was slightly outside the prescribed landing zone but safe. Ineffective braking resulted in an increased landing roll.	Exceeded Q-criteria. Configuration was improper.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
33	Full Flap Landing. (T-41 and T-51 Only)	<p>Properly analyzed winds. Maintained pattern altitude ± 100 feet prior to the final turn. Aircraft properly configured. Final turn and final airspeed was -0 to +10 KIAS. Maintained proper runway alignment (± 10 feet) in the prescribed landing zone (first 1,000 feet). Braking was smooth and effective. Pitch attitude at touchdown was slightly higher than the pitch attitude used for takeoff.</p>	<p>Maintained pattern altitude ± 200 feet prior to the final turn. Final turn and final airspeed was -5 to +15 KIAS. Touchdown was slightly outside the prescribed landing zone but safe. Ineffective braking resulted in an increased landing roll.</p>	<p>Exceeded Q-criteria. Configuration was improper.</p>

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
34	No-Flap Landing.	<p>Properly analyzed winds. Maintained pattern altitude ± 100 feet prior to the final turn. Aircraft properly configured. Final turn and final airspeed was -0 to +10 KIAS. Maintained proper runway alignment (± 10 feet) in the prescribed landing zone (first 1,500 feet). Braking was smooth and effective. Pitch attitude at touchdown was slightly higher than the pitch attitude used for takeoff.</p>	<p>Maintained pattern altitude ± 200 feet prior to the final turn. Final turn and final airspeed was -5 to +15 KIAS. Touchdown was slightly outside the prescribed landing zone but safe. Ineffective braking resulted in an increased landing roll.</p>	<p>Exceeded Q-criteria. Configuration was improper.</p>
35	Touch-and-Go Procedures.	<p>Maintained proper runway alignment (± 10 feet), and was in the prescribed landing zone. Application of power, cross-check of engine instruments, configuration changes, and runway alignment during takeoff phase was smooth and timely.</p>	<p>Executed landing phase with minor deviations. Touchdown was slightly outside the prescribed landing zone but safe. Application of power, cross-check of engine instruments, configuration changes, and runway alignment during the takeoff phase was slow.</p>	<p>Exceeded Q-criteria. Application of power, cross-check of engine instruments, configuration changes, and runway alignment was late during the takeoff phase.</p>

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
36	Go-Around.	Initiated and performed go-around promptly in accordance with operational procedures and directives.	Was slow to initiate go-around or procedural steps.	Did not initiate go-around when appropriate or directed. Techniques were unsafe or applied incorrect procedures.
37	Breakout and Reentry.	Complied with all flight manual and operational procedures. Maintained safe airspeed and altitude.	Erratic airspeed and altitude controlled to minor procedural errors. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed and altitude control compromised safety.
38	Transfer of Aircraft Control.	Transfer of aircraft control was positive. No doubt existed as to who was in control of the aircraft.	Transfer of aircraft controlled to momentary doubts as to who was in control of the aircraft. Errors did not detract from safety.	Lack of transfer of aircraft controlled to both pilots attempting to control the aircraft at the same time. Safety was compromised.
39	Throttle, Mixture and Propeller Procedures.	Engine use in accordance with all directives and local procedures.	Minor deviations from directives and local procedures. Corrections slow.	Exceeded Q-criteria. Engine limitations exceeded.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
40	Emergency Procedures.	Correctly and immediately responded to boldface or critical action procedures and non-boldface emergency situations while maintaining aircraft control. Effectively used checklist and in-flight guide as appropriate.	Response to boldface or critical action procedures was correct, but response to non-boldface procedures was slow or confused. Aircraft deviations (if in flight) existed but did not compromise safety. Used the checklist and in-flight guide, but was slow to locate required data.	Made incorrect response for boldface or critical action procedures. Unable to analyze problems or take corrective action. Aircraft deviations (in-flight) compromised safety. Did not use checklist or in-flight guide or lacked acceptable familiarity with its arrangement or content.
41	General Knowledge. a. Aircraft General.	Demonstrated a thorough knowledge of aircraft systems, limitations, and performance characteristics.	Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
	b. Flight Rules and Procedures.	Had a thorough knowledge of flight rules and procedures, to include the national airspace system.	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.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
42	Publications.	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not impact flight safety or mission accomplishment.	Publications were outdated and/or contained deficiencies that would impact flight safety or mission accomplishment.
43	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.
44	Ability to Instruct.	Demonstrated excellent instructor ability. Clearly defined all mission objectives and requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to teach, or assess techniques, procedures, systems use, or tactics.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
45	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.
46	Flight Test Techniques. a. Performance maneuvers.	All maneuvers performed within the data band for airspeed and/or altitude planned on test card. Minor deviations corrected with timeliness. Test point data taken within data tolerances depicted on test card. The pilot appropriately commented on any deviations from planned tolerances due to adverse flight conditions. Pilot comments on data quality and mission suitability were made consistently throughout maneuvers.	Some or all maneuvers performed outside of data band for airspeed and/or altitude, but within +/- one data band unless changed for adverse flight conditions. Several (more than 3) test points taken outside of planned data tolerances depicted on test cards due to lack of precision or attention to required data parameters. Pilot fails to comment on quality and mission suitability of test data.	All maneuvers performed outside of +/- one data band with no attempt to correct deviations. Data band can be changed due to adverse flying conditions. Many (more than 5) test points taken outside of planned data tolerances depicted on test card due to lack of precision flight or attention to required data parameters. Event limits on test card or aircraft limits exceeded.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
	b. Flying Qualities Maneuvers.	All maneuvers performed within the data band for airspeed and/or altitude planned on test card. Minor deviations corrected with timeliness. Trim shots taken within ± 2 knots of test trim speed and ± 50 feet of test altitude. Test point data taken within data tolerances depicted on test card. Special data instruments utilized accurately and precisely. The pilot appropriately commented on any deviations from planned tolerances due to adverse flight conditions. Pilot comments on data quality and mission suitability were made consistently throughout maneuvers.	Some maneuvers performed outside of data band for airspeed and/or altitude, unless changed for adverse flight conditions. Trim shots taken within ± 3 knots of test trim speed and ± 100 feet of test altitude. Special instruments utilized consistently. Several (more than 3) test points taken outside of planned data tolerances depicted on test cards due to lack of precision or attention to required data parameters. Pilot fails to comment on quality and mission suitability of test data.	Most maneuvers performed outside of data band with no attempt to correct deviations. Data band can be changed due to adverse flying conditions. Special data instruments not used. Many (more than 5) test points taken outside of planned data tolerances depicted on test card due to lack of precision flight or attention to required data parameters. Event limits on test card or aircraft limits exceeded.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
47	NIFA Maneuvers.	Performed NIFA maneuvers in accordance with procedures outlined in the NIFA rules for intercollegiate safety and flight evaluation conferences.	Performed NIFA maneuvers with minor deviations to procedures outlined in the NIFA rules for intercollegiate safety and flight evaluation conferences.	Did not perform NIFA maneuvers in accordance with procedures outlined in the NIFA rules for intercollegiate safety and flight evaluation conferences.
48	FAA Advanced Flying Maneuvers.	Performed FAA Advanced Flying Maneuvers in accordance with procedures outlined in the FAA Airplane Flying Handbook and Technical Orders.	Performed FAA Advanced Flying Maneuvers with minor deviations to procedures outlined in the FAA Airplane Flying Handbook and Technical Orders.	Did not perform FAA Advanced Flying Maneuvers in accordance with procedures outlined in the FAA Airplane Flying Handbook and Technical Orders.
49	Navigation (Outside Local Training Area).	Demonstrated ability to navigate outside the unit-defined local training area in accordance with AETCMAN 11-2T-41-51-53, Volume 1, and Technical Order requirements.	Demonstrated ability to navigate outside the unit-defined local training area with minor deviations from AETCMAN 11-2T-41-51-53, Volume 1, or Technical Order requirements.	Did not perform navigation outside the unit-defined local training area in accordance with AETCMAN 11-2T-41-51-53, Volume 1, and Technical Order requirements.

AREA	Grading Area	Grading Criteria		
		Q	Q-	U
50	Mountain Flying.	Performed PIC duties during flight over terrain above 8,500 feet mean sea level in accordance with AETCMAN 11-2T-41-51-53, Volume 1, and Technical Order requirements.	Performed PIC duties during flight over terrain above 8,500 feet mean sea level with minor deviations to AETCMAN 11-2T-41-51-53, Volume 1, or Technical Order requirements.	Did not perform PIC duties during flight over terrain above 8,500 feet mean sea level in accordance with AETCMAN 11-2T-41-51-53, Volume 1, and Technical Order requirements.
51	Mountain Stereo Route.	Performed route and mission planning, navigation procedures, and enroute procedures over mountainous terrain in accordance with locally-developed stereo mountain routes.	Performed route and mission planning, navigation procedures, and enroute procedures over mountainous terrain with minor deviations to locally-developed stereo mountain routes.	Exceeded Q-criteria or deviated from prescribed stereo routes or altitudes, attempted a take-off or landing at high-elevation airfields, or flew any charted mountain passes.

RANDY P. OAKLAND, Brig Gen, USAF
 Director, Operations and Communications

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

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

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 3 May 2022

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

AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

AETCMAN 11-2T-41-51-53, Volume 1, *T-41, T-51 and T-53 Aircrew Training*, 4 August 2023

Technical Order 1T-41D-1CL-1, *Pilot's Abbreviated Flight Crew Checklist, USAF Series T-41D Aircraft*, 15 March 2023

Technical Order 1T-51A-1CL-1, *Pilot's Abbreviated Flight Crew Checklist, USAF Series T-51A Aircraft*, 15 January 2023

Technical Order 1T-53A-1CL-1, *Pilot's Abbreviated Flight Crew Checklist, USAF Series T-53A Aircraft*, 1 August 2022

Prescribed Forms

None

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AETC—Air Education and Training Command

AETCMAN—Air Education and Training Command Manual

AFI—Air Force Instruction

AFMAN—Air Force Manual

CAPS—Cirrus Airframe Parachute System

FAA—Federal Aviation Administration

FE—Flight Examiner

KIAS—Knots Indicated Airspeed

NIFA—National Intercollegiate Flying Association

PIC—Pilot in Command

Q—Qualified

Q-1—Qualification Level 1

Q-2—Qualification Level 2

Q-3—Qualification Level 3

R—Required Area

RPM—Revolutions per Minute

U—Unqualified

Office Symbols

None

Terms

Bingo fuel/time—A pre-briefed fuel or time state that allows the aircraft to return to the base of intended landing or an alternate using normal recovery procedures.

Joker fuel/time—A prebriefed fuel or time needed to terminate an event and transition the next mission phase.

Knots—nautical miles per hour.