BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AIR EDUCATION AND TRAINING
COMMAND MANUAL 11-2T-7, Volume 2

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Flying Operations

T-7 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication implements AFMAN 11-202V2, *Aircrew Standardization* and *Evaluation Program*. This Air Education and Training Command manual (AETCMAN) prescribes standard procedures used by all pilots operating an Air Force T-7 aircraft and applies to all Regular Air Force, Air Force Reserve, and the Air National Guard instructor pilots and weapons system officers (WSOs) performing duties in AETC T-7 aircraft but does not apply to members of the US Space Force. Refer recommended changes and questions about this manual to the Office of Primary Responsibility (OPR) listed above using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Product*; route DAF Form 847 from the field through the appropriate Standardization and Evaluation functional chain. The authorities to waive wing/unit level requirements in this manual are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this manual are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code, Section 9013, *Secretary of the Air Force*. The applicable SORN F011 AF XO A, *Aviation Resource Management System (ARMS)* is available at: **https://dpcld.defense.gov**. This publication may be supplemented at any level. Field units will coordinate proposed supplements to this volume

through Air Education and Training Command Operations Directorate, Standardization and Evaluations Division (AETC/A3V) prior to publication.

Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. Flight examiners (FE) will conduct all T-7 aircrew evaluations according to the provisions of this publication in accordance with AFMAN 11-202V2. General guidance on conducting T-7 aircrew evaluations is found in AFMAN 11-202V2.

1.2. Roles and Responsibilities.

1.2.1. Major Command (MAJCOM) Director of Operations. The MAJCOM Director of Operations is responsible for establishing and managing the MAJCOM Standardization and Evaluation program, IAW AFMAN 11-202V2.

1.2.2. 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 IAW AFMAN 11-202V2, and this publication.

1.2.3. Flight examiners are responsible for administering Standardization and Evaluation programs IAW AFMAN 11-202V2 and this publication.

1.2.4. Examinees will brief the planned maneuver parameter for maneuvers which have published guidance that contains on a minimum, maximum, or recommended parameter (e.g., altitudes, airspeeds, angle of attack (AOA) and approach angle for approaches, and precautionary flame-out (PFO) landing parameters).

1.3. Procedures:

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

1.3.2. When available, Data Transfer System information will be used to reconstruct or evaluate the mission. (**T-2)**

1.3.3. Unless specified, the examinee or FE may fly in any flight position or seat (to include chase) that will best enable the FE to conduct a thorough evaluation.

1.3.4. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. (**T-2)** The examinee will accomplish required flight planning according to the flight position during the evaluation. (**T-2)** The examinee will furnish higher headquarters FEs (and unit FEs as determined locally) a copy of necessary mission data, mission materials, and maps, if required. (**T-2)**

1.3.5. The FE will debrief the mission objectives and properly assess and debrief focus points. (**T-2)** The FE will also debrief the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. (**T-2)** A squadron supervisor must be debriefed on all evaluations. (**T-2)** A squadron supervisor must attend the debrief if the overall grade is Q-2 or Q-3. (**T-2)**

1.4. Grading Instructions:

1.4.1. The general evaluation criteria in **Table 1.1** for basic aircraft control apply during all phases of flight (except as noted for specific events and instrument final approaches).

Table 1.1. General Criteria.

General Area	Q	Q-	U
Altitude	±200 feet	±300 feet	Exceeded Q- limits
Airspeed	±5 percent	±10 percent	
VOR or TACAN Course	±5 degrees or 3 NM (whichever is less)	±10 degrees or 5 NM (whichever is less)	
RNAV Course	Within half-scale deflection or ±2 NM (whichever is less)	Within full-scale deflection or ±3 NM (whichever is less)	
Visual Navigation Course	±5 NM	±10 NM	
VOR/DME or TACAN Arc	±2 NM	±3 NM	
Nautical Mile (NM) Very High Frequency Omnidirectional Range (VOR) Tactical Air Navigation (TACAN) Area Navigation (RNAV) Distance Measuring Equipment (DME)			

1.4.2. If the examinee receives an unqualified area grade in any of the critical areas identified in this publication, the FE will assign an overall grade of Q-3. (**T-2)**

1.4.3. When grading criteria include an evaluation of the aircrew's interface with ground-controlled intercept (GCI), airborne warning and control system (AWACS), or other assets, performance parameters are based on mission-qualified controllers or aircrew members. FEs may make allowances for the controllers' or other assets' training requirements.

1.4.4. When grading criteria includes an evaluation of timing, base the evaluation on either a time to target (TTT) or time on target (TOT) for target over flight, or an ordinance impact for a preplanned TOT as agreed to in the briefing. The FE may substitute time at another preplanned point if a delayed range clearance affects timing and may widen the timing criteria for extensive threat reactions or route weather.

1.4.5. For evaluation purposes, a precision approach could be an instrument landing system (ILS), a localizer-type directional aid (LDA) with glide slope, a global positioning system (GPS) approach using both lateral navigation (LNAV) and vertical navigation guidance (VNAV), or a precision approach radar (PAR).

1.4.6. For evaluation purposes, a non-precision approach could be a VOR, a localizer (LOC), a LDA, a TACAN, a GPS approach using only LNAV guidance, or an approach surveillance radar (ASR).

1.4.7. During evaluations requiring a visual flight rules (VFR) pattern, the examinee must accomplish both a straight-in and an overhead pattern. **(T-2)** The straight-in pattern may be accomplished out of an instrument approach.

1.5. Emergency Procedures Evaluation (EPE). In order of preference, the EPE will be conducted in a simulator, cockpit procedure trainer (CPT), or verbally. (**T-2)** Only conduct a verbal EPE if a simulator or CPT is not available or not configured appropriately for the evaluation. Pilot instructor training (PIT) and Euro-NATO Joint Jet Pilot Training (ENJJPT) PIT trainees will accomplish EPEs IAW the syllabus. **(T-2)**

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

1.5.1.1. General knowledge to include aircraft systems and operating procedures, as well as use of the National Airspace System. **(T-2)**

1.5.1.2. All Critical Action Procedures (CAPs). **(T-2)**

1.5.1.3. Unusual attitude recoveries. **(T-2)** Weapons system officer (WSO) unusual attitude recoveries can be evaluated in the simulator, CPT, or in the aircraft with a pilot FE.

1.5.1.4. A flameout approach and landing. **(T-2)**

1.5.1.5. A minimum of one approach and use of standby or emergency instruments. **(T-2)**

1.5.1.6. A minimum of one approach at other than home base (alternate or divert airfields). **(T-2)** Not applicable to WSO qualification (QUAL) evaluations.

1.5.1.7. In addition to all CAPs, the FE will evaluate at least one emergency procedure during the ground (pre-takeoff) phase and two emergency procedures in each of the takeoff, inflight, and landing phases of flight. **(T-3)** One of the takeoff emergencies shall be at or around takeoff speed. **(T-3)**

1.5.1.8. Checklist usage. **(T-2)**

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

1.6. Completion of AF Form 8, *Certificate of Aircrew Qualification/* 8a, *Certificate of Universal Aircrew Qualification*. The FE will document weapons employment results in the Examiner's Remarks of the AF Form 8/8a under Mission Description as follows:

1.6.1. Document air-to-surface results as "hit" or "miss." **(T-2)** Evaluate weapons employment results based upon the examinee's ability to achieve valid release parameters for the event flown and the type of range. **(T-2)** FEs will refer to applicable training standards for event parameter tolerances. **(T-2)**

1.6.2. Record the number of simulated missile or gun firing "attempted" and the number that were "valid." **(T-2)** Include entries for each type of simulated ordnance employed. (**T-2)** FEs will refer to applicable training syllabus to determine valid employment criteria. (**T-2)**

Chapter 2

EVALUATION REQUIREMENTS

2.1. General. There are six types of evaluations in T-7 aircraft: QUAL, instrument (INSTM), mission (MSN), instructor (INSTR), rear cockpit (RCP) landing qualification, and SPOT. Each type, except for RCP and SPOT evaluations, requires the completion of requisites and required areas. Table 2.1 indicates when a requisite will be required for an evaluation. **(T-2)** Table 2.2 prescribes the required areas that will be included in the flight evaluation profile. **(T-2)** Required areas are aligned under the type of evaluation.

2.1.1. Alternate Methods of Evaluation. If accomplishment of a required area cannot be accomplished in flight due to extenuating circumstances, the FE may elect to evaluate the areas by an alternate method (e.g., simulator, CPT, orally, etc.) to complete the evaluation. The alternate evaluation will be documented in the Examiner's Remarks section of the AF Form 8 under Additional Comments. **(T-2)** If the FE determines the required area cannot be adequately evaluated by an alternate method, the examinee must complete an additional flight to complete the evaluation. **(T-2)**

2.1.2. Publications Check. The FE will check the examinee's electronic flight book (EFB) against the unit's publications library. **(T-2)** Units may require a check of additional publications.

2.1.3. Combined Evaluations. The INSTM/QUAL and MSN evaluations may be combined as a single evaluation but must be approved by the flying squadron commander. **(T-2)** This option is intended only for pilots considered experienced according to AETCMAN 11-2T-7, Volume 1, *T-7 Aircrew Training*. Document approval on the AF Form 8, *Certificate of Aircrew Qualification,* by stating in the additional comments "FS/CC has approved a combined evaluation." **(T-2)**

2.2. Requisites. Table 2.1. indicates the minimum requisites for each type of evaluation. When periodic evaluations are combined, accomplish all requisites for each evaluation and document in the corresponding phase of the AF Form 8. **(T-2)** Completed requisites may be used for more than one evaluation IAW AFMAN 11-202V2.

Table 2.1. Evaluation Requisites.

Requisite	QUAL	INSTM	MSN/INSTR	RCP	SPOT
Open Book Exam	R				
Closed Book Exam	R				
CAPs Exam	R		R		
Instrument Exam		R			
EPE	R	R	R		
LEGEND: R = Required					

2.3. Pilot Evaluations:

2.3.1. Pilot INSTM and QUAL Evaluations. The pilot INSTM and QUAL evaluations are normally combined. A mission flown according to instrument flight rules fulfills the objective of the combined INSTM/QUAL evaluation.

2.3.1.1. To the maximum extent possible, this evaluation will include an approach at an airfield other than the examinee's home field. **(T-2)**

2.3.1.2. The initial (INIT) or requalification (RQ) evaluation will be flown in the front cockpit unless conducted under the PIT syllabus or during a unit-level RQ program **(T-2)** Pilots who maintain basic aircraft qualification and direct support mission pilots (DSMP) will occupy the front cockpit during periodic evaluations. **(T-2)**

2.3.1.3. Multiple qualification pilots who complete an INSTM evaluation in another aircraft are not required to complete an INSTM evaluation in the T-7 aircraft. **Note:** Unit commanders may require pilots to complete this additional INSTM evaluation.

2.3.1.4. The MAJCOM will define whether experienced pilots may accomplish many graded areas of periodic INSTM/QUAL evaluations in the certified simulator.

2.3.1.4.1. Upon simulator/GBTS certification, **Table 2.2** will list the items which may be accomplished in the simulator. Document approval on the AF Form 8, by stating in the additional comments "OG/CC has approved a SIM evaluation" and having the OG/CC initial in the additional reviewer remarks, if the OG/CC's signature is not elsewhere on the Form 8. **(T-3)**

2.3.1.4.2. This portion of the evaluation should be labeled "SIM INSTM/QUAL" on the Form 8 in the Flight Phase with an EPE documented as a requisite, even if the EPE is accomplished concurrently with the evaluation.

2.3.1.4.3. An in-flight evaluation is required for inexperienced pilots, INIT or RQ evaluations. **(T-2)**

2.3.1.4.4. The graded areas that are not accomplished in the simulator must be evaluated in-flight or verbally. **(T-2)** Document the evaluation of these items as an additional line entry on the Form 8 under Flight Phase as "INSTM/QUAL".

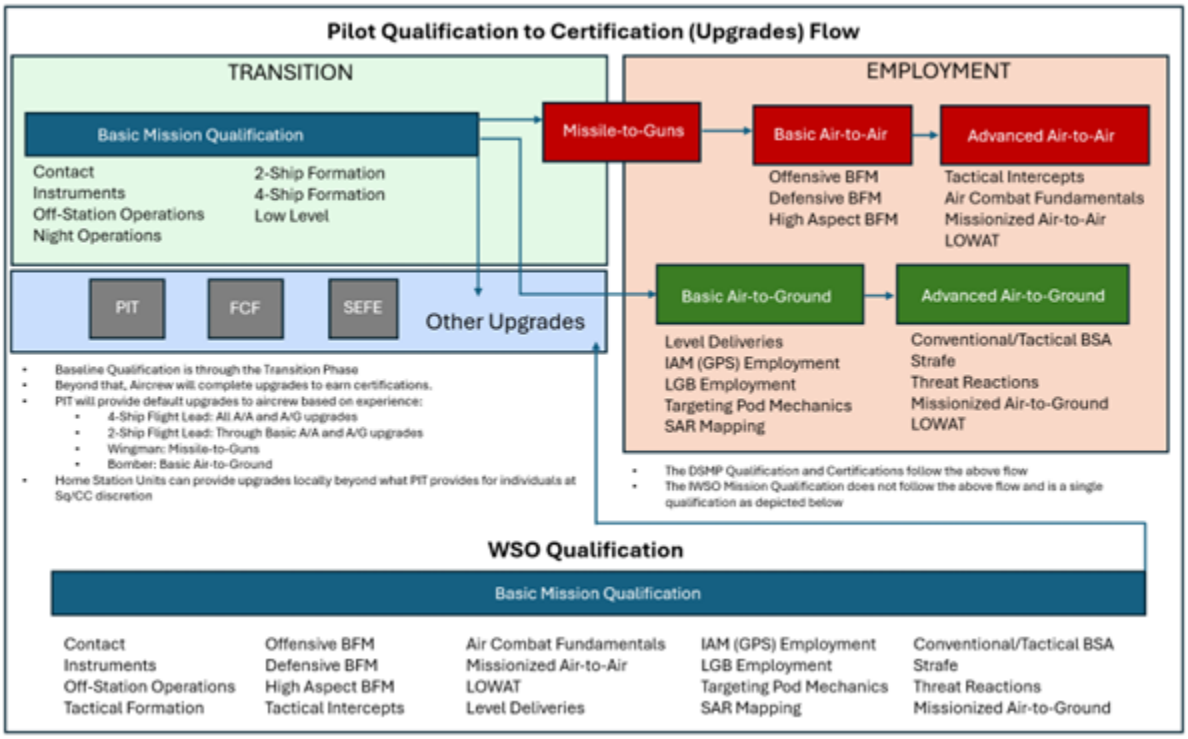
2.3.2. Pilot MSN Evaluations. Mission-qualified pilots will complete an INIT or RQ MSN evaluation for the mission for which they maintain qualification, either the BASIC MSN Qualification for instructors or the Direct Support Mission Pilot Mission Qualification. **(T-2)**

2.3.2.1. BASIC MSN Evaluations. Mission-qualified IPs will complete a contact, formation, instrument/navigation, or low-level mission evaluation. **(T-2)** The examinee will occupy the RCP on INIT or RQ MSN evaluations during PIT. **(T-2)**

2.3.2.2. DSMP MSN Evaluations. Mission-qualified DSMP pilots will complete an evaluation in the mission types routinely performed.

2.3.2.3. Any IPs or DSMPs who have completed upgrades beyond the Basic Mission Qualification, as depicted in **Figure 2.1** below, will perform a sampling of graded items from associated certifications in accordance with OGV guidance.

Figure 2.1. Pilot Qualification to Certification (Upgrades) Flow.



2.3.2.4. The MAJCOM will define whether experienced pilots may accomplish many graded areas of periodic MSN evaluations in the certified simulator.

2.3.2.4.1. **Table 2.2.** lists the items which may be accomplished in the simulator. Document approval on the AF Form 8, by stating in the additional comments "OG/CC has approved a SIM evaluation" and having the OG/CC initial in the additional reviewer remarks, if the OG/CC's signature is not elsewhere on the Form 8. **(T-3)**

2.3.2.4.2. This portion of the evaluation should be labeled "SIM MSN" on the Form 8 in the Flight Phase with an EPE documented as a requisite, even if the EPE is accomplished concurrently with the evaluation.

2.3.2.4.3. An in-flight evaluation is required for inexperienced pilots, INIT or RQ evaluations. **(T-2)**

2.3.2.4.4. The graded areas that are not accomplished in the simulator must be evaluated in-flight or verbally. **(T-2)** Document the evaluation of these items as an additional line entry on the Form 8 under Flight Phase as "MSN".

2.3.2.5. The MAJCOM will define whether experienced pilots may accomplish many graded areas of periodic MSN evaluations in the certified simulator.

2.3.2.5.1. **Table 2.2.** lists the items which may be accomplished in the simulator. Document approval on the AF Form 8, by stating in the additional comments "OG/CC has approved a SIM evaluation" and having the OG/CC initial in the additional reviewer remarks, if the OG/CC's signature is not elsewhere on the Form 8. **(T-3)**

2.3.2.5.2. This portion of the evaluation should be labeled "SIM MSN" on the Form 8 in the Flight Phase with an EPE documented as a requisite, even if the EPE is accomplished concurrently with the evaluation.

2.3.2.5.3. An in-flight evaluation is required for inexperienced pilots, INIT or RQ evaluations. **(T-2)**

2.3.2.5.4. The graded areas that are not accomplished in the simulator must be evaluated in-flight or verbally. **(T-2)** Document the evaluation of these items as an additional line entry on the Form 8 under Flight Phase as "MSN".

2.3.3. Pilot INSTR Evaluations. All instructor evaluations will evaluate INSTR required areas and the examinee's instructor knowledge and ability. **(T-2)** Instructor pilots must complete an INIT INSTR or RQ INSTR evaluation, which is normally combined with the INIT or RQ MSN evaluation. **(T-2)** The examinee will occupy the crew position normally occupied when performing instructor duties. **(T-2)** INIT INSTR evaluations must be completed as a dedicated INIT INSTR evaluation with an FE acting as a student for the purpose of evaluating the examinee's instructional ability. **(T-2)**

2.3.4. Instructor Pilot Rear Cockpit Landing Evaluations. All pilots qualified to land in the RCP will complete an INIT RCP landing qualification evaluation. **(T-2)** Periodic RCP evaluations will be combined with another evaluation flown in the RCP. **(T-2)** RCP landing qualification is mandatory for IPs. **(T-2)** The examinee will occupy the RCP. **(T-2)**

2.3.4.1. FEs will include "Rear Cockpit Landing Qualification" in the Examiner's Remarks section of the AF Form 8/8a under Mission Description. **(T-2)**

2.3.4.2. When the RCP landing qualification is evaluated as a flight requisite for an evaluation, record "SPOT" in the flight phase block on the AF Form 8.

2.3.4.3. All RCP landing qualification evaluations will include in-flight evaluation of overhead and straight-in patterns and landings flown in the RCP, and an PFO. **(T-2)**

2.3.5. Instructor Pilot Loss of Qualification. Instructor pilots who lose their QUAL, INSTM and/or MSN qualification will not perform instructional duties. **(T-2)**

2.4. Weapons System Officer Evaluations. All WSO evaluations are combined QUAL/MSN evaluations.

2.4.1. WSOs will complete the combined QUAL/MSN evaluation using mission profiles that support the unit's mission (e.g., Fighter/Bomber Fundamentals (FBF) (Employment)). **(T-2)**

2.4.2. Instructor WSOs will complete an INIT QUAL/MSN/INSTR evaluation. Subsequently, all periodic evaluations will evaluate INSTR required areas and the examinee's instructor knowledge and ability. **(T-2)** Accomplish periodic instructor evaluations on actual instructional missions whenever possible. When students are not available or mission requirements or crew composition requirements prevent inclusion of students, the FE may serve as the student for the purpose of evaluating the examinee's instructional ability. Unusual attitude recognition and instrument interpretation will be demonstrated during the EPE. **(T-2)**

2.4.3. Minimum ground phase requisites are:

2.4.3.1. Closed and open book qualification examinations. **(T-2)**

2.4.3.2. EPE. **(T-2)**

2.4.3.3. Instrument examination. **(T-2)**

Table 2.2. Pilot and WSO Evaluation Grading Areas.

ITEM	NOTE	Evaluation Area	Evaluation Type (See Legend)				
			QUAL	INSTM	MSN	DSMP	WSO
1		Mission Planning	R	R	R	R	R
2		Publications	R				
3		Briefing	R	R	R	R	R
4		Pre-Takeoff	R	R	R	R	R
5		Takeoff	R				
6		Formation Takeoff					
7		Departure	R	R	R	R	
8		Level Off	R	R			
9		Cruise / Navigation	R	R	R	R	R
10		In-Flight Checks	R	R	R	R	R
11		Fuel Management	R	R	R	R	R
12		Communication, Navigation, and Identification Usage	R	R	R	R	R
13		Weapons System Checks			O	R	R
14		Visual Lookout	R	R	R	R	R
15		Airwork	R			R	
16		Safety **(Critical)**	R	R	R	R	R
17		Airmanship / Situational Awareness **(Critical)**	R	R	R	R	R
18		Flight Discipline **(Critical)**	R	R	R	R	R
19		Crew Coordination / Cockpit Resource Management	R	R	R	R	R
20		Flight Leadership			O	R	
21		Risk Management / Decision Making	R	R	R	R	R
22		Task Management	R	R	R	R	R
23		Debriefing and Critique	R	R	R	R	R
24		Emergency Procedures	R	R	R	R	R
25		Knowledge	R	R	R	R	R
26		Instrument / Sensor Interpretation and Cross-Check	R	R	R	R	R
27		In-Flight Computations	R	R	R	R	R
28		Instructor Performance (if applicable)	R	R	R		R
29	2	Nose-Low Recovery	R				
30	2	Nose-High Recovery	R				
31	2	Letdown and Traffic Entry		R			
32		PFO Traffic Patterns	R				
33		PFO Approach	R				
34		Go-Around					

ITEM	NOTE	Evaluation Area	Evaluation Type (See Legend)				
			QUAL	INSTM	MSN	DSMP	WSO
35		Closed Traffic					
36		Breakout and Reentry					
37	1, 2	VFR Pattern / Approach	R				
38	2	Landing	R				
39		After Landing					
INSTRUMENTS							
40	2	Instrument Climb or Descent		R			
41		Instrument Departure Procedure		R	R(I)		
42		Instrument / Confidence Maneuvers					
43	2	Unusual Attitude Recoveries		R			R
44	2	Holding		R	R(I)		
45	2	Instrument Penetration / En Route Descent		R	R(I)		
46		Course or Arc Interception / Maintenance					
47		Instrument Patterns					
48	2	Precision Approach		R	R(I)		
49	2	Non-Precision Approach		R	R(I)		
50	2	Circling / Sidestep Approach		R			
51		Missed Approach / Climb Out					
52	2	Transition to Landing		R			
FORMATION							
53		Position Change					
54		Visual Signals					
55		Fingertip			R(F)		
56		Echelon					
57		Close Trail					
58		Extended Trail			R(F)		
59		Fluid Maneuvering					
60		Tactical			R(F)		
61		Rejoin					
62		Formation Approach					
63		Route (Wing)					
64		Crossunder (Wing)					
65		Overshoot (Wing)					
66		Fighting Wing (Wing)					
67		Breakout (Wing)					
LOW-LEVEL NAVIGATION							
68	2	Route Entry			R(L)		
69	2	Altitude Control			R(L)		
70	2	Time Control			R(L)		

ITEM	NOTE	Evaluation Area	Evaluation Type (See Legend)				
			QUAL	INSTM	MSN	DSMP	WSO
71	2	Course Control			R(L)		
72	2	Route Exit			R(L)		
EMPLOYMENT							
73	2	Tactical / Mission Plan			O	O	R
74	2	Tactical / Mission Execution			O	O	R
75	2	Command and Control (C2) Integration			O	O	R
76		Composite Force (CF) Interface					
77	2	Mutual Support					R
78	2	Tactical Navigation			O	O	R
79	2	Ingress					
80	2	Egress					
81	2	Combat Separation					
82	2	Training Rules / Rules of Engagement (ROE)			O	O	R
83	2	Evasive Action / Threat Reactions			O	O	R
84	2	In-flight Report					R
85	2	Weapons System Utilization			O	O	R
86	2	Visual / Sensor Lookout			O	O	R
87	2	Offensive Maneuvering			O	O	
88	2	Defensive / Counter Offensive Maneuvering			O	O	
89	2	Air-to-Air Training Exercise					
90	2	Air-to-Air Weapons Employment			O	O	
91	2	Air-to-Surface Target / Threat Acquisition			O	O	
92	2	Air-to-Surface Weapons Employment			O	O	
93	2	Range / Airspace Procedures					

Note 1: See paragraph 1.4.7.

Note 2: Flight or events may be evaluated in the ground-based training system if the event or events were recommended for training accreditation by the MAJCOM simulator evaluation for the installed ground-based training system software.

LEGEND:
QUAL – Pilot Qualification Evaluation
INSTM – Pilot Instrument Evaluation
DSMP – Direct Support Mission Pilots
WSO – Instructor WSO and Upgrading Instructor WSO Evaluation
O – Potential Sampling Item based on Pilot Certifications
R – Required Area
R(I) – Only Required for Pilot Instrument/Navigation Mission Evaluation
R(F) – Only Required for Pilot Formation Mission Evaluation
R(L) – Only Required for Pilot Low-Level Mission Evaluation

ITEM	NOTE	Evaluation Area	Evaluation Type (See Legend)				
			QUAL	INSTM	MSN	DSMP	WSO
NOTE: Use the Comments block of AF Form 8 to further describe the evaluation types.							

Chapter 3

EVALUATION CRITERIA

3.1. Evaluation Criteria. To ensure standard and objective evaluations, FEs will use grading criteria in **Table 3.1** and **Table 3.2** for determining individual area grades. **(T-2)**

Table 3.1. Flight Evaluation Criteria. (T-2)

ITEM	Area	Grading Criteria		
		Q	Q-	U
1	Mission Planning:	Clearly defined the mission overview and mission goals. Effectively accomplished directed mission planning tasks. Developed a sound plan to accomplish the mission. Provided specific information on what needed to be done. Solicited feedback from others to ensure understanding of mission requirements. Thoroughly critiqued plans to identify potential problem areas and ensured all flight members understood possible contingencies. Checked all factors applicable to flight according to applicable directives. Aware of alternatives available, if flight could not be completed as planned. Required flight crew information file and read file items reviewed and signed-off prior to flight. Prepared at briefing time. Prepared chart according to directives, if required.	Made minor errors or omissions that did not detract from mission effectiveness. Did not adequately define the mission overview and mission goals. Did not adequately address potential problem areas. Did not adequately solicit feedback or critique the plans to ensure understanding of possible contingencies. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas. Made minor chart errors or omissions that did not detract from mission effectiveness, if required.	Made a major error or omission that would have prevented a safe or effective mission. Did not define the mission overview and goals. Did not accomplish directed mission planning tasks. Lacked specific information on required items. Did not solicit feedback from other crewmembers to ensure understanding. Did not critique plans to identify potential problem areas. Displayed faulty knowledge of operating data or procedures. Did not review and sign-off required flight crew information file and read files prior to flight. Not prepared at briefing time. Made major chart errors or omissions that would have prevented a safe or effective mission, if required

ITEM	Area	Grading Criteria		
		Q	Q-	U
2	Publications	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deviations, omissions, or errors, which would not impact flight safety or mission accomplishment.	Not up to "Q-" standards. Contained major deviations, omissions, or errors. that would impact flight safety or mission accomplishment.
3	Flight Briefing: a. Organization	Well organized, included all applicable information and presented in a logical sequence. Briefed flight member responsibilities, de-confliction contracts, combat mission priorities and sensor management. Concluded briefing in time to allow for element briefing (if applicable) and preflight of personal equipment, aircraft and ordnance.	Events out of sequence, hard to follow, some redundancy. Not fully prepared for briefing.	Confusing presentation, poorly organized and not presented in a logical sequence. Did not allow time for element briefing (if applicable) and preflight of personal equipment, aircraft and ordnance. Failed to brief required areas.
	b. Presentation	Presented briefing in a professional manner. Effective use of training aids. Flight members clearly understood mission objectives and requirements.	Some difficulty communicating clearly. Did not make effective use of available training aids. Dwelled on non-essential mission items.	Failed to define mission objectives. Failed to conduct or attend required briefings. Failed to use available briefing aids. Redundant with lack of continuity. Lost interest of flight members. Demonstrated lack of knowledge of subject. Presentation created doubts or confusion.

ITEM	Area	Grading Criteria		
		Q	Q-	U
	c. Mission Coverage	Established objectives for the mission. Presented all training events and special interest items. Included effective technique discussion for accomplishing the mission.	Omitted items pertinent, but not critical, to the mission. Limited discussion of training events or special interest items. Dwelt on non-essential items. Limited discussion of valid techniques.	Did not establish relevant objectives for the mission. Omitted essential items. Failed to discuss training events or special interest items. Presented erroneous information or did not correct erroneous information that would affect safe or effective mission accomplishment. Omitted major training events. Did not discuss valid techniques.
	d. Flight Member Consideration	Properly assessed the abilities of all flight members. Briefed corrective action from previous mission and probable problem areas when appropriate.	Did not correctly assess all flight members' abilities. Did not identify probable problem areas.	Ignored flight members' abilities and past problem areas.
4	Pre-Takeoff	Established and adhered to station, start engine, taxi and takeoff times to assure thorough preflight, check of personal equipment, crew briefing, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff IAW approved checklists and applicable directives.	Performed under Q criteria with minor procedural deviations that did not detract from mission effectiveness.	Omitted a major item or items of the appropriate checklist. Major deviations in procedure that would prevent safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff, which degraded the mission or made it non-effective.

ITEM	Area	Grading Criteria		
		Q	Q-	U
5	Takeoff	Maintained smooth aircraft control throughout takeoff. Performed takeoff IAW flight manual procedures.	Minor flight manual procedural deviations. Control was rough or erratic.	Takeoff potentially dangerous. Exceeded aircraft or systems limitations or violated applicable flight rules. Failed to establish proper climb attitude. Over-controlled aircraft resulted in excessive deviations from intended flightpath.
6	Formation Takeoff: a. Lead	Smooth on controls. Excellent wingman consideration.	Occasionally rough on controls. Not unsafe, but lack of wingman consideration made it difficult for wingman to maintain position.	Rough on the controls. Did not consider wingman.
	b. Wing	Lined up with adequate wingtip clearance and nose-tail separation, when required. Maintained formation takeoff position with only momentary deviations. Maintained appropriate separation and complied with procedures and lead's instructions.	Lined up with adequate wingtip clearance and nose-tail separation, when required. Maintained formation takeoff position through gear retraction but over-controlled aircraft to the extent that formation position varied considerably.	Lined up with incorrect wingtip clearance for a safe takeoff, or less than nose-tail separation, when required. Made abrupt or erratic position corrections. Did not maintain appropriate separation or formation position throughout the takeoff.
7	Departure: a. Instrument / Visual Flight Rules	Performed 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.

ITEM	Area	Grading Criteria		
		Q	Q-	U
	b. Trail Departure / Rendezvous	Effective use of sensors. Trail departure or rendezvous accomplished using proper procedures. Provided efficient commentary throughout departure and rendezvous.	Minor deviations from established or appropriate procedures. Slow to obtain contact due to poor technique. Delayed rejoin due to poor sensor technique or inefficient commentary	Unable to accomplish trail departure or rendezvous. Gross overshoot or excessively slow rendezvous caused by poor technique or procedure. Missed rendezvous.
8	Level Off	Level off was smooth. Promptly established proper cruise airspeed.	Level off was erratic. Slow in establishing proper cruise airspeed. Slow to set or reset altimeter, as required.	Level off was erratic. Exceeded Q- limits. Excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter, as required.
9	Cruise / Navigation	Maintained smooth, positive aircraft control at all times. Demonstrated satisfactory capability to navigate, using all available means. Used appropriate navigation procedures. Ensured navigational aids were properly tuned, identified, and monitored. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.	Late control inputs resulted in occasional deviations. Minor errors in procedures or use of navigation equipment. Some deviations in tuning, identifying, and monitoring navigational aids. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.	Consistently deviated from heading altitude, airspeed, or course. 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. Exceeded parameters for Q-.
10	In-Flight Checks	Performed all in-flight checks as required.	Same as Q, except for minor deviations or omissions during checks. Did not detract from mission accomplishment.	Did not perform in-flight checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected.

ITEM	Area	Grading Criteria		
		Q	Q-	U
11	Fuel Management	Actively monitored fuel throughout the mission and updated fuel planning as required. Complied with all established fuel requirements. Adhered to briefed Joker or Bingo calls.	Errors in fuel management procedures that did not prevent mission accomplishment. Slow to update fuel planning.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management prevented mission accomplishment. Did not adhere to briefed fuel requirements.
12	Communication, Navigation, and Identification Usage	Complete knowledge of and compliance with correct communications and transponder procedures. Transmissions concise, accurate, and utilized proper terminology. Complied with and acknowledged all required instructions.	Occasional deviations from correct procedures required retransmissions or resetting codes. Slow in initiating or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness, mutual support, threat warning or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence or used nonstandard terminology.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, mutual support, threat warning or mission accomplishment.
13	Weapons System Checks	Completed all checks. Thorough knowledge and performance of weapons system checks.	Completed most weapons system checks. Limited knowledge of checks. Unsure of systems degradation due to check failure.	Failed to complete weapons system checks. General lack of knowledge on how to perform weapons system checks. Unable to determine systems degradation due to check failures.

ITEM	Area	Grading Criteria		
		Q	Q-	U
14	Visual Lookout	Demonstrated thorough knowledge and effective application of visual lookout techniques for all phases of flight. Timely actions taken to reduce potential conflicts.	Demonstrated limited knowledge of visual lookout techniques. Did not establish lookout responsibilities for all phases of flight. Slow to take actions to reduce possible conflicts. Slow to acquire threats to flight or targets to be attacked (if applicable).	Demonstrated unsatisfactory knowledge or application of visual lookout responsibilities. Actions were not taken to reduce possible conflicts.
15	Airwork **Note 1:** See the **Terms** section at the end of this document for a definition of Airwork **Note 2:** Accomplished IAW the procedures manual	Attained briefed entry parameters prior to beginning the maneuver. Aircraft control during maneuvers was positive and smooth. Maneuvers performed according to directives and appropriate to the situation or environment. Adhered to established procedures.	Entry parameters not met and energy levels not adequate to properly accomplish maneuver. Aircraft control during maneuvers not always smooth and positive, but adequate. Minor procedure deviations or lack of full consideration for the tactical situation.	Significantly missed entry parameters. Aircraft control erratic. Maneuvers not flown according to procedure manual descriptions. Maneuver aircraft control erratic. Aircraft handling caused unsatisfactory accomplishment of maneuvers. Exceeded Q- criteria. Failed to consider the tactical situation. Temporary loss of aircraft control.
16	Safety **(Critical)**	Aware of and complied with all safety 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 safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.

ITEM	Area	Grading Criteria		
		Q	Q-	U
17	Airmanship / Situational Awareness **(Critical)**	Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension. 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 correctly acted on unexpected events.	**Note:** Because this area is critical, Q- is not applicable.	Decisions or lack thereof resulted in failure to accomplish the assigned mission. Mis-analyzed flight conditions or failed to recognize or 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 ongoing mission status. Failed to recognize, verbalize and act on unexpected events.
18	Flight Discipline **(Critical)**	Provided required direction or information. Correctly adapted to meet new situational demands. Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	**Note:** Because this area is critical, Q- is not applicable.	Did not provide direction or information when needed. Did not correctly adapt to meet new situational demands. Failed to exhibit strict flight or pilot discipline. Violated or ignored rules or instructions.
19	Crew Coordination / Cockpit Resource Management	Effectively employed available resources to mitigate identified or emerging risks during the mission. Contributed to the smooth and efficient operation of the aircrew.	Adequately employed available resources to mitigate identified or emerging risks during the mission. Deficiencies in crew coordination or interaction resulted in degraded efficiency.	Failed to employ available resources to mitigate identified or emerging risks during the mission. Poor crew coordination seriously degraded mission accomplishment or safety of flight.

ITEM	Area	Grading Criteria		
		Q	Q-	U
20	Flight Leadership	Positively and effectively led the flight and made timely comments to correct discrepancies when required. Made sound and timely in-flight decisions. Provided direction and information when needed. Adapted effectively to meet new situational demands. Knew assigned tasks of other flight members. Asked for inputs and made positive statements to motivate flight members and other agencies when appropriate. Coordinated effectively with other flight members and other agencies without misunderstanding, confusion, or undue delay.	In-flight decisions delayed mission accomplishment or degraded training benefit. Flight coordination was limited though adequate to accomplish the mission. Provided limited direction or information when needed. Slow to adapt to meet new situational demands. Demonstrated only limited knowledge of assigned tasks of other flight members. Did not consistently seek inputs from other flight members or other agencies when appropriate. Limited effort to motivate flight members or other agencies through positive statements.	Did not accomplish the mission or failed to correct in-flight discrepancies. In-flight decisions jeopardized mission accomplishment. Failed to maintain briefed formation roles and responsibilities. Did not provide direction or information when needed. Did not adapt to meet new situational demands. Did not know the assigned tasks of other flight members. Did not ask for inputs when appropriate. Made no effort to make positive statements to motivate flight members or other agencies. Lack of flight or other agency coordination resulted in significant degradation of mission accomplishment.
21	Risk Management / 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.

ITEM	Area	Grading Criteria		
		Q	Q-	U
22	Task Management	Correctly identified, prioritized and managed multiple tasks based on existing and new information that assured mission success. Used available resources to manage workload, communicated task priorities to other flight members. Asked for assistance when required. Displayed sound knowledge of systems. Effectively identified contingencies and alternatives. Gathered and crosschecked available data before acting. Clearly stated decisions and ensured they were understood. Investigated doubts and concerns of other flight members when necessary.	Made minor errors in prioritization or management of tasks that did not affect safe or effective mission accomplishment. Did not completely communicate task priorities to other flight members. Made minor errors in identifying contingencies, gathering data, or communicating a decision which did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks. Displayed lack of systems knowledge causing task overload that seriously degraded mission accomplishment or safety of flight. Failed to communicate task priorities to other flight members. Failed to ask for assistance when overloaded. Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.

ITEM	Area	Grading Criteria		
		Q	Q-	U
23	Debriefing and Critique	Thoroughly debriefed the mission (or applicable portions) in a timely manner. Correctly analyzed mission results with respect to established objectives. Provided specific, objective, non-threatening positive and negative feedback on team and individual performance. Debriefed deviations. Offered corrective guidance as appropriate. Thoroughly debriefed any breakdowns in de-confliction contracts, roles and responsibilities. Asked for reactions and inputs from other mission participants. Re-capped key points and compared mission results with mission objectives.	Limited debriefing. Did not thoroughly discuss performance relative to mission objectives. Minor time management problems. Debriefed mission without specific, non-threatening positive and negative feedback on individual and team performance. Did not debrief significant deviations to an acceptable level. Did not consistently seek input from other mission participants. Incomplete or inadequate re-cap of key points and comparison of mission results to mission objectives.	Did not correctly debrief mission deviations or offer corrective guidance. Used excessive time to debrief. Failed to debrief breakdowns in de-confliction contracts, roles and responsibilities. Did not provide non-threatening positive and negative feedback during debriefing. Did not seek input from other mission participants. Did not re-cap key mission points nor compare mission results to mission objectives.
24	Emergency Procedures	Displayed correct, immediate response to CAPs and non-CAPs emergency situations. Effectively used checklist.	Response to CAPs emergencies was correct. Response to certain areas of non-CAPs emergencies or follow-on steps to CAPs procedures was slow or confused. Used the checklist, but slow to locate required data.	Incorrect response for CAPs emergency. Unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or contents.

ITEM	Area	Grading Criteria		
		Q	Q-	U
25	Knowledge: a. Aircraft General	Demonstrated thorough knowledge of aircraft systems, limitations, and performance characteristics.	Knowledge of aircraft systems, limitations, and performance characteristics sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
	b. Flight Rules and Procedures	Thorough knowledge of flight rules and procedures.	Deficiencies in depth of knowledge.	Inadequate knowledge of flight rules and procedures.
	c. Weapons, Tactics, and Threats (if applicable)	Thorough knowledge of all aircraft weapons systems, weapons effects, tactics, and threats applicable to the unit mission.	Deficiencies in depth of knowledge or comprehension of weapons systems, weapons effects, tactics, and threat knowledge that would not prevent successful mission accomplishment.	Insufficient knowledge of weapons, tactics, and threat contributed to ineffective mission accomplishment.
	d. Local Area Procedures	Thorough knowledge of local procedures.	Limited knowledge of local procedures.	Inadequate knowledge of local procedures.

ITEM	Area	Grading Criteria		
		Q	Q-	U
26	Instrument / Sensor Interpretation and Cross-Check	Demonstrated satisfactory knowledge of basic instrument procedures, in-flight penetration, and approach procedures. Effective instrument cross-check. Correctly interpreted sensor display. Quickly analyzed flight instruments, determined aircraft attitude, and was knowledgeable of required action to correct the aircraft to level flight. Effectively monitored energy levels to ensure parameters were not exceeded. Smooth and positive aircraft control throughout flight. Meets Q criteria listed in General Criteria, applicable special events or instrument final approaches.	Demonstrated limited knowledge of instrument procedures. Slow instrument cross-check. Slow to interpret sensor display. Slow to recognize aircraft attitudes and corrective actions required, but able to determine proper corrections. Aircraft control occasionally abrupt to compensate for recognition of errors. Meets Q- criteria listed in General Criteria, applicable special events or instrument final approaches.	Displayed faulty or insufficient knowledge of instrument procedures. Inadequate instrument cross-check. Could not interpret sensor display. Erratic aircraft control. Exceeded Q- limits Unable to properly interpret instruments or recognize aircraft attitude.
27	In-Flight Computations	Timely and accurate based on flight conditions.	Slow to compute necessary in-flight computations. Only minor errors were made.	In-flight computations omitted where necessary for the safe conduct of the mission. Large errors made.

ITEM	Area	Grading Criteria		
		Q	Q-	U
28	Instructor Performance (if applicable) a. Briefing and Debriefing	Presented a comprehensive, instructional briefing and debriefing which encompassed all mission events. Made excellent use of training aids. Excellent analysis of all events and maneuvers. Clearly defined objectives. Gave positive and negative performance feedback at appropriate times—feedback was specific, objective, based on observable behavior, and given constructively. Re-capped key points and compared mission's results with objectives while appropriately managing student's time. When appropriate, took the initiative and time to share operational knowledge and experience.	Minor errors or omissions in briefing and debriefing or mission critique. Occasionally unclear in analysis of events or maneuvers. Some feedback given but was not always given at appropriate times and not always a positive learning experience for the entire formation. Debrief covered the mission highlights but was not specific enough.	Major errors or omissions in briefing and debriefing. Analysis of events or maneuvers was incomplete, inaccurate or confusing. Did not use training aids or reference material effectively. Briefing and debriefing below the caliber of that expected of instructors or failed to effectively manage student's time. Failed to define mission objectives. Feedback not given or given poorly. Attempted to hide mistakes. Elected not to conduct flight debrief.
	b. Demonstration of Maneuvers	Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below average instructor proficiency.
	c. Instructor Knowledge	Demonstrated in depth knowledge of procedures, requirements, aircraft systems or performance characteristics, mission, and tactics beyond that expected of non-instructors.	Deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems or performance characteristics, mission, or tactics.	Unfamiliar with procedures, requirements, aircraft systems or performance characteristics, mission, or tactics. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

ITEM	Area	Grading Criteria		
		Q	Q-	U
	d. Ability to Instruct	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Did not remain aware of aircraft or mission situation at all times.
	e. Grading Practices	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	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.
29	Nose-Low Recovery	Used correct flight references and procedures to recover to level flight expeditiously IAW the procedures manual.	Slow to analyze attitude or erratic in recovery to level flight. Slow to recognize or use the proper power setting.	Exceeded Q- criteria. Exceeded aircraft limits.
30	Nose-High Recovery	Used correct flight references and procedures to recover to level flight expeditiously IAW the procedures manual.	Slow to analyze attitude or erratic in recovery to level flight. Slow to recognize or use the proper power setting and configuration.	Exceeded Q- criteria. Exceeded aircraft limits.
31	Letdown and Traffic Entry	Performed letdown as published or directed and complied with all restrictions.	Performed letdown as directed with minor deviations in airspeed and navigation occurred during completion of letdown.	Performed letdown with major deviations. Failed to comply with published directed letdown instructions or directives.

ITEM	Area	Grading Criteria		
		Q	Q-	U
32	PFO Traffic Patterns **Note:** Prior to configuration	Complied with all procedures and techniques outlined in the flight manual, operational procedures, and local directives. Maintained safe maneuvering airspeed and AOA. Flew approach compatible with the situation. Adjusted approach for type of emergency	Minor procedural errors. Erratic airspeed or AOA control. Errors did not detract from safe handling of the situation but were inappropriate for the situation or emergency.	Did not comply with applicable procedures. Erratic airspeed or AOA control compounded problems associated with the emergency. Flew an approach that was incompatible with the simulated emergency. Did not adjust approach for the emergency.
33	PFO Approach **Note:** Configuration through rollout	Complied with all procedures and techniques outlined in the flight manual, operational procedures, and local directives. Used sound judgment and safely landed. Configured at the appropriate position and altitude for the situation and emergency. Flew final, based on recommended procedures, airspeed, AOA and glide path, that was appropriate for the situation and emergency. Smooth, positive control of aircraft. Touchdown point was IAW flight manual and other guidance and permitted safe stopping on available runway. Arrestment gear was safely used (if applicable).	Safety not compromised. Configured at a position and altitude which allowed for a safe approach. Could have landed safely, however deviations from recommended procedures, airspeed or AOA and altitudes were not appropriate for the situation or emergency. Unnecessary maneuvering due to minor errors in planning or judgment.	Major deviations from recommended procedures, airspeed or AOA and altitudes. Required excessive maneuvering due to inadequate planning or judgment. Could not have landed safely. Touchdown point was not IAW applicable guidance and did not or would not allow for safe stopping on available runway. Arrestment gear could not have been used. Did not attempt go-around if approach was unsuccessful.
34	Go-Around **Note:** From a Normal or Emergency Approach	Initiated in a timely manner and performed go-around IAW procedures and techniques outlined in the flight manual, operational procedures, and local directives.	Slow to self-initiate go-around or performed go-around with minor deviations to procedures and techniques outlined in the flight manual, operational procedures, and local directives.	Did not self-initiate go-around when appropriate or directed. Techniques unsafe or applied incorrect procedures.

ITEM	Area	Grading Criteria		
		Q	Q-	U
35	Closed Traffic	Performed closed traffic pattern IAW procedures and techniques outlined in the flight manual, operational procedures, and local directives. Rolled out at overhead pattern altitude ±100 feet.	Performed closed traffic pattern with minor deviations to procedures and techniques outlined in the flight manual, operational procedures, and local directives. Rolled out at overhead pattern ±200 feet.	Performed closed traffic pattern with major deviations. Exceeded Q- criteria.
36	Breakout and Reentry	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed or AOA and altitude.	Minor procedural errors. Erratic airspeed or AOA and altitude control. Errors did not detract from safe handling of the situation.	Made major procedural errors. Did not comply with applicable procedures. Erratic airspeed or AOA and altitude control compromised safety.
37	VFR Pattern / Approach	Performed patterns and landings IAW procedures and techniques outlined in the flight manual, operational procedures, and local directives. Aircraft control was smooth and positive. Accurately aligned with runway. Maintained proper or briefed airspeed or AOA. Airspeed -5 to +10 knots and no slower than on-speed AOA.	Performed patterns and landings with minor deviations to procedures and techniques outlined in the flight manual, operational procedures and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Airspeed -5 to +15 knots..	Approaches not performed IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Erratic aircraft control. Large deviations in runway alignment. Touchdown point and speed exceeded Q- criteria and did not or would not allow for stopping on available runway.

ITEM	Area	Grading Criteria		
		Q	Q-	U
38	Landing **Note:** Listed criteria only applicable to normal VFR approaches. Where runway configuration, arresting cable placement or applicable guidance requires an adjustment to the desired touchdown point, a simulated runway threshold should be identified and the grading criteria applied accordingly. For instrument approaches, the examinee should utilize a normal glideslope from either the decision height or from a point where visual acquisition of the runway environment is made.	Performed landings IAW procedures and techniques outlined in the flight manual, operational procedures, and local directives. Touchdown point: 150 feet to 1,500 feet from the runway threshold (VFR pattern or non-precision approach) or runway glideslope intercept point (precision approach). Airspeed -5 to +10 knots.	Performed landings with minor deviations to procedures and techniques outlined in the flight manual, operational procedures and local directives. Touchdown Point 0-149' or1000-1,501 feet to 2,000 feet from the runway threshold (VFR pattern or non-precision approach) or runway glideslope intercept point (precision approach) but safely allowed for stopping on available runway. Airspeed -5 to +15 knots.	Judgment unsafe. Major deviations from recommended procedures and techniques outlined in the flight manual, operational procedures and local directives. Required excessive maneuvering. Could not have landed safely. Touchdown point exceeded Q- criteria or departed the prepared surface.

ITEM	Area	Grading Criteria		
		Q	Q-	U
39	After Landing	Appropriate after landing checks and aircraft taxi procedures accomplished IAW TO and applicable directives. Completed all required forms accurately.	Same as qualified except some deviations or omissions noted in performance of after landing check or aircraft taxi procedures in which safety was not jeopardized. Required forms completed with minor errors.	Major deviations or omissions were made in performance of after-landing check or aircraft taxi procedures which could have jeopardized safety. Data recorded inaccurately or omitted.
40	Instrument Climb or Descent	Aircraft control during instrument climb or descent was positive and smooth. Performed according to directives and appropriate to the situation or environment.	Aircraft control during instrument climb or descent not always smooth and positive, but adequate. Minor procedure deviations.	Aircraft control erratic during instrument climb or descent. Exceeded Q- criteria. Temporary loss of aircraft control.
41	Instrument Departure Procedure	Performed the procedure as published or directed and according to applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.	Performed the procedure with minor deviations. Complied with all restrictions. Slow to make corrections.	Performed the procedure with major deviations. Erratic corrections
42	Instrument / Confidence Maneuvers **Note:** Accomplished IAW the procedures manual	Vertical S: Vertical velocity: ±400 feet, airspeed: ±20 knots, level off or change of direction: ±200 feet. Steep Turns: Altitude: ±200 feet, airspeed: ±20 knots, rollout heading within 10 degrees. Confidence Maneuvers: Aircraft control during maneuvers was positive and smooth. Maneuvers performed according to directives.	Vertical S: Vertical velocity: ±500 feet, airspeed: ±30 knots, level off or change of direction: ±300 feet. Steep Turns: Altitude: ±300 feet, airspeed: ±30 knots, rollout heading within 20 degrees. Confidence Maneuvers: Aircraft control during maneuvers not always smooth and positive, but adequate. Minor procedure deviations.	Vertical S: Exceeded Q- criteria. Steep Turns: Exceeded Q- criteria. Confidence Maneuvers: Aircraft control erratic. Aircraft handling caused unsatisfactory accomplishment of maneuver. Exceeded Q-criteria.

ITEM	Area	Grading Criteria		
		Q	Q-	U
43	Unusual Attitude Recoveries: a. Recovery (Pilot)	Smooth, positive recovery to level flight with correct recovery procedures IAW AFMAN 11-202V3, *Flying Operations*.	Slow to analyze attitude, or erratic in recovery to level flight. Correct recovery procedures used.	Unable to determine attitude. Improper recovery procedures used. Displayed faulty or insufficient knowledge of instrument procedures. Unable to properly interpret instruments or recognize aircraft attitude.
	b. Recognition (WSO)	Demonstrated satisfactory knowledge of basic instrument procedures, in-flight penetration and approach procedures. Quickly analyzed flight instruments, determined aircraft attitude, and was knowledgeable of required action to correct the aircraft to level flight. Effectively monitored energy levels to ensure parameters were not exceeded.	Demonstrated limited knowledge of instrument procedures. Slow to recognize aircraft attitudes and corrective actions required, but able to determine proper corrections.	Exceeded Q- criteria.
44	Holding	Performed entry and holding as cleared. Holding pattern limit exceeded by not more than ±15 seconds or ±2 NM. Met expected approach clearance ±2 minutes (if assigned).	Holding pattern limit exceeded by not more than ±20 seconds or ±3 NM. Met expected approach clearance ±3 minutes (if assigned).	Holding entry or pattern was not as cleared. Exceeded criteria for Q- or holding pattern limits.
45	Instrument Penetration / En Route Descent **Note:** Initial Approach Fix to Final Approach Fix / Descent Point or Radar Vectors to Final Approach	Performed the procedure as published or directed and according to applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.	Performed the procedure with minor deviations. Complied with all restrictions. Slow to make corrections.	Performed the procedure with major deviations. Erratic corrections

ITEM	Area	Grading Criteria		
		Q	Q-	U
46	Course or Arc Interception / Maintenance	Established a valid arc or radial intercept. Performed course or arc interceptions IAW clearance. Maintenance: See **Table 1.1**.	Slow to establish a valid intercept. Performed course or arc interceptions IAW clearance with minor deviations. Maintenance: See **Table 1.1**.	Did not establish a valid intercept. Would have deviated from clearance. Maintenance: See **Table 1.1**.
47	Instrument Patterns **Note:** Downwind / Base Leg	Performed procedures as published or directed and IAW flight manual procedures. Smooth and timely response to controller instruction.	Performed procedures with minor deviations. Slow to respond to controller instruction.	Performed procedures with major deviations or erratic corrections. Failed to comply with controller instruction.
48	Precision Approach	Adhered to all published or directed procedures and restrictions. Performed procedures as published and according to flight manual. Maintained glideslope and azimuth within one dot. Made smooth and timely corrections to azimuth and glide slope or controller's instructions. Complied with decision height. Position would have permitted a safe landing. Maintained proper or briefed AOA. Maintained glide path with only minor deviations. Maintained airspeed within +10 to -5 knots. Maintained heading within 5 degrees of controller instruction. Initiated missed approach (if applicable) at decision height.	Performed procedures with minor deviations. Maintained glideslope within one dot low or two dots high. Slow to make corrections or initiate procedures, or slow to respond to controller's instructions. Position would have permitted a safe landing. Slow to correct to proper or briefed AOA. Improper glide path control Maintained airspeed within -5 to +15 knots. Initiated missed approach (if applicable) at decision height, -0 to +50 feet. Maintained heading within 10 degrees of controller's instruction.	Did not comply with published or directed procedures or restrictions. Performed procedures with major deviations. Erratic corrections. Exceeded Q- limits. Did not comply with decision height or position at decision height would not have permitted a safe landing. Erratic glide path control.

ITEM	Area	Grading Criteria		
		Q	Q-	U
49	Non-Precision Approach	Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at minimum descent altitude (MDA) (+100 to -0 feet) at or before visual descent point or missed approach point (MAP). Position would have permitted a safe landing. Maintained proper or briefed AOA. Maintained airspeed within -5 to +10 knots. Maintained course ±5 degrees at MAP. Maintained course deviation indicator less than one dot deflection. Maintained heading ±5 degrees of controller instruction if flying an ASR.	Performed approach with minor deviations. Arrived at MDA (+150 to -50 feet) at or before the MAP, but past the visual descent point. Position would have permitted a safe landing. Slow to correct to proper or briefed AOA. Airspeed within - 5 to + 15 knots. Course ±10 degrees at MAP. Maintained course deviation indicator within two dots deflection. Maintained heading ±10 degrees of controller instruction if flying an ASR.	Did not comply with published or directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA, even though the 50-foot below MDA limit was not exceeded. Could not land safely from the approach. (**Note:** The 50-foot below MDA tolerance applies only to momentary excursions.)
50	Circling / Sidestep Approach	Performed circling or sidestep approach according to procedures and techniques outlined in the flight manual and AFMAN 11-202V3. Aircraft control was positive and smooth. Proper runway alignment.	Performed circling approach with minor deviations to procedures and techniques outlined in the flight manual or AFMAN 11-202V3. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but go-around not required.	Circling approach not performed according to procedures and techniques outlined in the flight manual and AFMAN 11-202V3. Erratic aircraft control. Large deviations in runway alignment required go-around.

ITEM	Area	Grading Criteria		
		Q	Q-	U
51	Missed Approach / Climb Out	Executed missed approach or climb out as published or directed. Completed all procedures according to flight manual.	Executed missed approach or climb out with minor deviations. Slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach or climb out with major deviations or did not comply with applicable directives.
52	Transition to Landing	Timely and appropriate transition based on altitude and distance that the runway environment was visually acquired. Smoothly transitioned to the landing phase.	Slow transition to the landing phase. Excessive power and pitch inputs resulted in a long or short landing.	Late transition to the landing phase. Excessive power and pitch inputs resulted in an excessively long or short landing. Unable to land out of the approach.
53	Position Change	Lead change was decisive and correctly completed according to directives.	Lead change was inefficient or resulted in confusion over flight leadership responsibilities.	Excessive time was taken to accomplish lead change. Procedure was not conducted according to directives.
54	Visual Signals	Were according to AFPAM 11-205, *Aircrew Quick Reference to Aircraft Cockpit and Formation Flight Signals* and the procedures manual. Clearly visible to wingman.	Were according to AFPAM 11-205 and the procedures manual, but not clearly visible to wingman.	Not according to AFPAM 11-205 and the procedures manual, or not recognizable to wingman.
55	Fingertip: a: Lead	Smoothly led fingertip formation maneuvering up to 3 Gs and 90 degrees of bank. Complied with descriptions in the procedures manual.	Occasionally rough on controls. Not unsafe but resulted in difficulty for wingman to maintain position. Did not always plan ahead or hesitated in making decisions. Complied with descriptions in the procedures manual.	Aircraft control resulted in a wingman not able to maintain position. Exceeded maneuver limitations.

ITEM	Area	Grading Criteria		
		Q	Q-	U
	b. Wing	The MAJCOM will define the wingtip, vertical, and longitudinal distances to remain within for Q-1 criteria. Made smooth positive control inputs.	Occasionally exceeded Q criteria. Varied position considerably or occasionally over-controlled the aircraft. Some procedural deviations.	Consistently exceeded Q criteria. Did not maintain safe separation or made abrupt position corrections.
56	Echelon: a. Lead	Smoothly led echelon formation. Complied with descriptions in the procedures manual.	Aircraft control resulted in difficulty for wingman to maintain position. Complied with descriptions in the procedures manual.	Aircraft control resulted in a wingman not able to maintain position.
	b. Wing	The MAJCOM will define the wingtip, vertical, and longitudinal distances to remain within for Q-1 criteria. Made smooth positive control inputs.	Occasionally exceeded Q criteria. Varied position considerably or occasionally over-controlled the aircraft.	Did not maintain safe separation or made only abrupt position corrections.
57	Close Trail: a. Lead	Smoothly led close trail formation. Complied with maneuvers manual descriptions.	Aircraft control resulted in difficulty for wingman to maintain position. Complied with maneuvers manual descriptions.	Aircraft control resulted in a wingman not able to maintain position. Exceeded maneuver limitations.
	b. Wing	Maintained position IAW the procedures manual with smooth positive control inputs.	Varied position considerably or occasionally over-controlled the aircraft.	Did not maintain safe separation or made only abrupt position corrections.
58	Extended Trail: a. Lead	Smoothly led extended trail formation. Complied with maneuvers manual descriptions.	Aircraft control resulted in difficulty for wingman to maintain position. Complied with maneuvers manual descriptions.	Aircraft control resulted in a wingman not able to maintain position. Exceeded maneuver limitations.

ITEM	Area	Grading Criteria		
		Q	Q-	U
	b. Wing	Maintained position IAW the procedures manual with smooth positive control inputs. Expeditiously accomplished other duties and responsibilities while maneuvering.	Varied position considerably or occasionally over-controlled the aircraft. Was slow to accomplish other duties and responsibilities while maneuvering.	Did not maintain safe separation or made only abrupt position corrections. Could not accomplish other duties and responsibilities while maneuvering.
59	Fluid Maneuvering: a. Lead	Smoothly accomplished to Level 3 profile according to the maneuvers manual. Monitored wingman's position.	Limited flight management. In-flight decisions delayed mission accomplishment or degraded training. Occasionally rough on controls. Not unsafe, but resulted in difficulty for wingman to maintain position. Did not always plan ahead or hesitated in making decisions. Some minor deviations occurred.	Exceeded Q- criteria.
	b. Wing	Smoothly and efficiently solved problems of range, closure, aspect, angle-off, and turning room with a maneuvering lead aircraft. Corrected position in a timely manner while maintaining sight of the lead aircraft. Expeditiously accomplished other duties and responsibilities while maneuvering.	Was slow to solve problems of range, closure, aspect, angle-off, and turning room with a maneuvering lead aircraft. Over-controlled some corrections. Was slow to accomplish other duties and responsibilities while maneuvering.	Major procedural errors resulted in excessive deviations from position. Could not accomplish other duties and responsibilities while maneuvering.

ITEM	Area	Grading Criteria		
		Q	Q-	U
60	Tactical: a. Lead	Efficiently led formation to accomplish tactical objectives. Optimized tactical advantage. Complied with deconfliction responsibilities.	Required extended maneuvering to accomplish tactical objectives. Made minor errors in deconfliction responsibilities, but did not compromise safety.	Unable to accomplish tactical objectives or required wingman to maneuver excessively to maintain position. Made major errors in deconfliction responsibilities.
	b. Wing	Maintained position IAW the procedures manual. Expeditiously accomplished other duties and responsibilities while maneuvering.	Varied position considerably and was slow to initiate corrections to proper position. Was slow to accomplish other duties and responsibilities while maneuvering.	Major procedural errors resulted in excessive deviations from position. Could not accomplish other duties and responsibilities while maneuvering.
61	Rejoin: a. Lead	Complied with maneuvers manual descriptions. Directed an overshoot or breakout, if required, in a timely manner.	Complied with maneuvers manual descriptions. Slow to direct an overshoot or breakout, if required.	Erratic aircraft control significantly delayed the rejoin. Did not direct an overshoot or breakout, when required.
	b. Wing **Note:** Includes Turning or Straight, and Rejoins to the Number 2, 3, or 4 Position	Safely, smoothly, and efficiently controlled overtake and geometry. Maintained appropriate closure and required spacing from other formation members.	Slow to rejoin. Safely controlled overtake and geometry with unnecessary stagnation. Maintained required spacing from other formation members.	Erratic aircraft control, excessive maneuvering, or major procedural errors excessively delayed rejoin or resulted in less than safe separation with other formation members.

ITEM	Area	Grading Criteria		
		Q	Q-	U
62	Formation Approach: a. Lead	Smooth on controls and considered wingman. Flew approach as published or directed.	Occasionally rough on the controls. Not unsafe but made it difficult for wingman to maintain position. Some procedural deviations. Slow to comply with published procedures.	Did not monitor wingman's position or configuration. Rough on the controls. No consideration for wingman. Placed wingman in unsafe situation. Major deviations in procedures. Did not fly approach as published or directed.
	b. Wing	Maintained position with only momentary deviations. Smooth and immediate corrections. Maintained safe separation and complied with procedures and lead's instructions.	Varied position considerably. Over-controlled.	Abrupt position corrections. Did not maintain safe separation. Unsafe wing position or procedural deviations.
63	Route (Wing)	Maintained appropriate position according to other duties and IAW the procedures manual with smooth positive control inputs.	Varied position considerably or occasionally over-controlled the aircraft. Position did not accommodate all other duties.	Did not maintain safe separation or made only abrupt position corrections. Erratic or poor position did not allow for other duties.
64	Crossunder (Wing)	Expeditiously moved to the new position with at least nose-tail separation. Smoothly made allowances for other aircraft to change position.	Moved to the new position with at least nose-tail separation, but slow to accomplish maneuver or make allowances for other aircraft to change position.	Did not maintain safe separation or consider movement of other aircraft.

ITEM	Area	Grading Criteria		
		Q	Q-	U
65	Overshoot (Wing)	Safely and efficiently dissipated excessive airspeed and overtake while maintaining required spacing from other formation members. Completed overshoot in a timely manner.	Safely dissipated excessive airspeed and overtake while maintaining required spacing from other formation members. Minor procedural errors delayed completion of overshoot.	Did not maintain safe separation with other formation members. Flew higher than route echelon. Major procedural errors excessively delayed completion of overshoot.
66	Fighting Wing (Wing)	Maintained position IAW the procedures manual with smooth positive control inputs. Expeditiously accomplished other duties and responsibilities while maneuvering.	Varied position considerably and was slow to initiate corrections to proper position. Was slow to accomplish other duties and responsibilities while maneuvering.	Major procedural errors resulted in excessive deviations from position. Could not accomplish other duties and responsibilities while maneuvering.
67	Breakout (Wing)	Accomplished breakout in a timely manner and expeditiously established safe separation.	Slow to break out and established safe separation.	Did not recognize the requirement to break out or effectively establish safe separation.
68	Route Entry	Identified the defined route start point, established aircraft or formation within the defined route or area, and smoothly adjusted airspeed for low-level operations. Started the route within published timing constraints or local procedures.	Was slow to identify the route start point, or established aircraft or formation within the defined route or area. Had minor deviations in adjusting airspeed for low-level operations. Started the route within published timing constraints or local procedures.	Exceeded Q- criteria.

ITEM	Area	Grading Criteria		
		Q	Q-	U
69	Altitude Control	Maintained safe or authorized minimum altitude to +500 feet and within defined route altitudes. Smoothly adjusted altitude when required.	Maintained safe or authorized minimum altitude to +1000 feet except and within defined route altitudes unless obstacles or safety dictated. Was slow to adjust altitude when required.	Exceeded Q- criteria.
70	Time Control	Arrived within ±1 minute of TOT or TTT if using dead reckoning, or ±15 seconds of TOT orTTT if using T-7 avionics system capabilities. See **paragraph 1.4.7**.	Arrived within ±2 minutes of TOT or TTT if using dead reckoning, or ±30 seconds of TOT or TTT if using T-7 avionics system capabilities. See **paragraph 1.4.7**.	Exceeded Q- criteria.
71	Course Control	Remained within the established route corridor or area. See **Table 1.1**.	Remained within the established route corridor or area. See **Table 1.1**.	Exceeded Q- criteria.
72	Route Exit	Efficiently coordinated the low-level exit and recovery with outside agencies. Identified the correct route exit point and smoothly adjusted airspeed for route exit.	Slow to coordinate an efficient and expeditious recovery. Slow to identify the route exit point or adjust airspeed for route exit.	Did not successfully coordinate with outside agencies for an efficient and expeditious recovery. Exceeded Q- criteria.
73	Tactical / Mission Plan	Realistic, well-developed plan that encompassed mission objectives, threats, and capabilities of all flight members. Addressed contingencies in development of plan.	Minor omissions in the plan resulted in less-than-optimum achievement of objectives and detracted from mission effectiveness. Planned tactics resulted in unnecessary difficulty.	Major errors in the plan precluded accomplishment of the stated objectives.

ITEM	Area	Grading Criteria		
		Q	Q-	U
74	Tactical / Mission Execution	Applied tactics consistent with threat, current directives, and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained situational awareness.	Minor deviations from tactical plan that did not result in an ineffective mission. Slow to adapt to changing environment. Low situational awareness.	Unable to accomplish the mission due to major errors of commission or omission during execution of the plan. Situational awareness lost.
75	Command and Control (C2) Integration	Effectively integrated AWACS or GCI information into tactical plan when necessary. Requested threat declarations when required. Communicated changes in the tactical situation, weather, and threats to C2 agencies.	Slow to integrate AWACS or GCI information into tactical plan when necessary. Slow to request threat declarations. Incomplete communication of changes in the tactical situation, weather, and threats to C2 agencies.	Failed to integrate AWACS or GCI information into tactical plan when necessary. Failed to request or did not abide by threat declarations. Inadequate communication of changes in the tactical situation, weather, and threats to C2 agencies.
76	Composite Force (CF) Interface	Effectively planned for and used CF assets to enhance mission and achieve objectives.	Minor confusion between CF assets and fighters. Less than optimum use of CF assets which did not affect the fighter's offensive advantage.	Inadequate or incorrect use of CF assets resulted in loss of offensive potential.
77	Mutual Support	Maintained mutual support during entire engagement, thus sustaining an offensive posture or negating all attacks. Adhered to all engaged and supporting responsibilities and deconfliction contracts.	Mutual support occasionally broke down, resulting in temporary confusion or the loss of an offensive advantage. Demonstrated limited knowledge of engaged and supporting responsibilities or deconfliction contracts.	Mutual support broke down, resulting in the flight being put in a defensive position from which all attacks were not negated. Demonstrated inadequate knowledge of engaged and supporting responsibilities and deconfliction contracts. Caused an unsafe deconfliction issue.

ITEM	Area	Grading Criteria		
		Q	Q-	U
78	Tactical Navigation	Navigated to desired destination and remained geographically oriented during the tactical portion of the mission along the desired route. Altitude and route of flight reflected consideration for enemy threats. Maintained terrain awareness. Complied with established altitude minimums. Adhered to airspace restrictions. Demonstrated satisfactory capability to adjust for deviations in time and course; only minor corrections required.	Deviations from planned route of flight were recognized and corrected. Maintained terrain awareness. Altitude control contributed to exposure to threats for brief periods. Did not optimize terrain masking (if applicable). Minor error in procedures or use of navigation equipment.	Failed to locate desired destination. Deviations from planned route of flight exposed flight to threats. Violated airspace restrictions or altitude minimums. Poor airspeed or altitude control contributed to disorientation. Inadequate terrain awareness. Did not use terrain masking (if applicable). Major errors in procedures or use of navigation equipment.
79	Ingress	Aware of all known or simulated threats and defenses. Employed effective use of evasive maneuvers or terrain masking, and route and altitude selection.	Ignored some of the known or simulated threats and defenses. Improper use of evasive maneuvers or terrain masking, or route and altitude selection resulted in unnecessary exposure.	Failed to honor known or simulated threats and defenses, significantly reducing survivability. Failed to employ effective evasive maneuvers, or terrain masking, or route or altitude threat deconfliction.
80	Egress	Effectively used evasive maneuvers and terrain masking to complete an expeditious egress from the target area. Flight or element join-up was accomplished as soon as possible without undue exposure to enemy defenses.	Egress contributed to unnecessary exposure to threats and delayed flight join-up and departure from target area.	Egress caused excessive exposure to threats. Flight or element join-up was not accomplished or resulted in excessive exposure to threats.

ITEM	Area	Grading Criteria		
		Q	Q-	U
81	Combat Separation	Adhered to briefed or directed separation procedures. Positive control of flight or element during separation. Maintained mutual support. Adversary unable to achieve valid simulated missile or gun firing parameters.	Minor deviations from briefed or directed separation procedures. Limited control of flight or element during separation. Allowed mutual support to break down intermittently.	Did not adhere to briefed or directed separation procedures to the degree that an emergency fuel condition would have developed if allowed to continue uncorrected. Could not effectively separate from the engagement or could not regain mutual support.
82	Training Rules / Rules of Engagement (ROE)	Adhered to and knowledgeable of all training rules or ROE.	Minor deviations. Made timely and positive corrections. Did not jeopardize safety of flight.	Significant deviations indicating a lack of knowledge of training rules or ROE. Jeopardized safety of flight.
83	Evasive Action / Threat Reactions	Threat reactions were timely and correct. Accomplished appropriate countermeasures and performed maneuvers to counter threat.	Threat reactions were slow or inconsistent. Slow to accomplish appropriate countermeasures or perform maneuvers to counter threat.	Numerous threat reactions were omitted or incorrect. Failed to accomplish countermeasures or perform maneuvers to counter threat.
84	In-flight Report	Gave accurate, precise in-flight reports in correct format.	Deviated from established procedures or format. Completed reports.	Failed to make in-flight reports. Unfamiliar with in-flight reporting procedures.

ITEM	Area	Grading Criteria		
		Q	Q-	U
85	Weapons System Utilization	Correctly utilized the weapon system to deliver the desired simulated ordnance. Executed all required procedures to successfully employ the weapon.	Late to prepare the weapon system to deliver the desired ordnance. Minor procedural errors degraded weapons employment. **Note:** A successful reattack following a dry pass caused by minor procedural errors during the delivery is an example of degraded weapons employment.	Did not correctly prepare the weapon system to deliver the desired ordnance. Improper procedures during the attack resulted in unsuccessful weapons delivery.
86	Visual / Sensor Lookout	Demonstrated thorough knowledge and effective application of visual lookout techniques and integration of sensor information throughout all phases of flight. Maintained deconfliction contracts.	Demonstrated limited knowledge of visual lookout techniques. Slow to establish lookout responsibilities for all phases of flight. Slow to integrate visual lookout and sensor information to acquire threats to flight or targets to be attacked. Made minor deviations in deconfliction contract adherence.	Demonstrated unsatisfactory knowledge or application of visual lookout and sensor integration. Allowed threat to penetrate to short range undetected. Failed to maintain deconfliction contracts.
87	Offensive Maneuvering	Effectively used basic fighter maneuvers (BFM) and air combat maneuvering IAW the ROE to successfully attack and counter opposing aircraft. Good aircraft control. Effectively managed energy level during engagements. Maintained offensive advantage.	Limited maneuvering proficiency. Did not effectively counter opposing aircraft. Occasionally mismanaged energy levels, jeopardizing offensive advantage.	Unsatisfactory knowledge or performance of maneuvers, aircraft handling, or energy management. Lost offensive advantage.

ITEM	Area	Grading Criteria		
		Q	Q-	U
88	Defensive / Counter Offensive Maneuvering	Performed or directed correct initial move to counter attack of opposing aircraft. Used correct maneuvers to negate the threat. Effectively gained counter offensive advantage.	Some hesitation or confusion during initial stages of counteroffensive or defensive situation. Minor errors in energy management or BFM delayed negating the attack of an opposing aircraft.	Unable to negate or direct maneuvers to negate attack of opposing aircraft.
89	Air-to-Air Training Exercise	Effectively conducted Air-to-Air Training Exercises IAW the procedures manual.	Limited proficiency; or did not effectively conduct Air-to-Air Training Exercises IAW the procedures manual.	Unsatisfactory knowledge or performance of Air-to-Air Training Exercises IAW the procedures manual.
90	Air-to-Air Weapons Employment **Note:** Snapshots assessed as misses may be discounted from computations if attacks were tactically sound and attempted within designated parameters.	Demonstrated proper knowledge of weapons employment procedures and attack parameters. Simulated weapons employment was accomplished at each opportunity and within designated parameters. 75 percent (two of three or one of two) of all attempted weapons employments were valid.	Demonstrated limited knowledge of weapons employment or attack parameters. Simulated weapons employment was successful but slow to recognize appropriate parameters. Did not meet Q criteria for attempted shots, but minor errors did not affect overall result.	Demonstrated inadequate knowledge of weapons employment procedures or attack parameters. All attempts to simulate weapons employment were unsuccessful due to aircrew error. Did not meet Q- criteria.

ITEM	Area	Grading Criteria		
		Q	Q-	U
91	Air-to-Surface Target / Threat Acquisition	Target acquired on the first attack, or if missed due to safety, clearance to expend, or difficult target identification features, a successful reattack was accomplished. For multiple target scenarios, all targets were acquired on the first attack or with a successful reattack. **Note:** A successful reattack is defined as being within parameters to effectively employ the planned weapons against the target.	Late to acquire the target, degraded the initial attack or reattack. For multiple target scenarios, 50 percent or more of the targets were acquired on the first attack or with a successful reattack.	Target was not acquired. For multiple target scenarios, less than 50 percent of the targets were acquired on the first attack or with a successful reattack.
92	Air-to-Surface Weapons Employment	Demonstrated complete knowledge of weapons delivery procedures, attack parameters, weapons computations, and error analysis for the events performed. Able to achieve valid release parameters on at least 50 percent of all events attempted.	Demonstrated minor errors in knowledge of weapons delivery procedures, attack parameters, weapons computations, or error analysis for the events performed. Achieved valid release parameters on less than 50 percent of all events attempted.	Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, weapons computations, or error analysis for the events flown. Failed to deliver ordnance on original attack or reattack due to aircrew error (switch error, navigation error, etc.). Unable to achieve valid release parameters.
93	Range / Airspace Procedures	Used proper procedures for entering and exiting the range. Range operations followed established procedures.	Minor deviations from established procedures for range entry, exit, or operations.	Major deviations from established procedures for range entry, exit, or operations.

Table 3.2. EPE Criteria. (T-2)

ITEM	Area	Grading Criteria		
		Q	Q-	U
201	Critical Action Procedures (Critical)	Displayed correct, immediate response.	**Note:** Because this area is critical, Q- is not applicable.	Incorrect or delayed response.

ITEM	Area	Grading Criteria		
		Q	Q-	U
202	Non-Critical Action Procedures EPs	Recognized and analyzed malfunction in a timely manner. Displayed correct, immediate response to emergency situation. Effectively used checklist.	Slow to recognize or analyze malfunction. Response to certain required steps in emergency procedures was slow or confused. Used the checklist when appropriate, but slow to locate required data and implement guidance.	Unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or contents.
203	Unusual Attitude Recoveries: a. Recovery (Pilot)	Smooth, positive recovery to level flight with correct recovery procedures IAW AFMAN 11-202V3, *Flying Operations*.	Slow to analyze attitude, or erratic in recovery to level flight. Correct recovery procedures used.	Unable to determine attitude. Improper recovery procedures used. Displayed faulty or insufficient knowledge of instrument procedures. Unable to properly interpret instruments or recognize aircraft attitude.
	b. Recognition (WSO)	Demonstrated satisfactory knowledge of basic instrument procedures, in-flight penetration and approach procedures. Quickly analyzed flight instruments, determined aircraft attitude, and was knowledgeable of required action to correct the aircraft to level flight. Effectively monitored energy levels to ensure parameters were not exceeded.	Demonstrated limited knowledge of instrument procedures. Slow to recognize aircraft attitudes and corrective actions required, but able to determine proper corrections.	Exceeded Q- criteria.

ITEM	Area	Grading Criteria		
		Q	Q-	U
204	Approach and use of standby instruments	Performed approach IAW directives, published procedures and techniques outlined in the flight manual and AFMAN 11-202V3. Maintained proper and briefed AOA. Maintained desired glide path with only minor deviations.	Performed approach with minor deviations to directives, published procedures and techniques outlined in the flight manual and AFMAN 11-202V3. Slow to correct to proper or briefed AOA. Did not always maintain desired glide path control.	Performed procedures with major deviations to directives, published procedures and techniques outlined in the flight manual and AFMAN 11-202V3. Failed to attain or maintain proper or briefed AOA. Displayed erratic glide slope control.
205	Approach at other than home field (alternate or divert airfields)	Made proper divert decision and correctly performed initial divert execution actions.	Slow to make divert decision or slow to correctly perform initial divert execution actions.	Failed to make proper divert decision or correctly perform initial divert execution actions.
206	General Knowledge	Demonstrated thorough knowledge of the National Airspace System aircraft systems, limitations and performance characteristics.	Knowledge of the National Airspace System, aircraft systems, limitations, and performance characteristics sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of the National Airspace System, aircraft systems, limitations or performance characteristics.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AETCMAN 11-2T-7V1, *T-7 Aircrew Training,* 17 February 2026

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

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

AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 25 October 2021

AFPAM 11-205, *Aircrew Quick Reference to Aircraft Cockpit and Formation Flight Signals*, 9 August 2018

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

Prescribed Forms

None

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8a, *Certificate of Universal Aircrew Qualification*

Department of the Air Force Form 847, *Recommendation for Change of Product*

Abbreviations and Acronyms

AETC—Air Education and Training Command

AETCMAN—Air Education and Training Command Manual

AFI—Air Force Instruction

AFMAN—Air Force Manual

AOA—angle of attack

ARMS—Aviation Resource Management System

ASR—approach surveillance radar

AWACS—airborne warning and control system

BFM—basic fighter maneuver

C2—command and control

CAPs—critical action procedures

CF—composite force

CPT—cockpit procedures trainer

DME—distance measuring equipment

DSMP—direct support mission pilot

EFB—electronic flight book

ENJJPT—Euro-NATO Joint Jet Pilot Training

EPE—emergency procedures evaluation

FBF—fighter/bomber fundamentals

FE—flight examiner

GCI—ground-controlled intercept

GPS—global positioning system

IAW—in accordance with

INIT—initial

INSTM—instrument

INSTR—instructor

LDA—localizer type directional aid

LNAV—lateral navigation

MAJCOM—major command

MAP—missed approach point

MDA—minimum descent altitude

MSN—mission

NM—nautical mile

OPR—office of primary responsibility

PIT—pilot instructor training

QUAL—qualification

RCP—rear cockpit

RNAV—area navigation

ROE—rules of engagement

RQ—requalification

PFO—precautionary flame-out

TACAN—tactical air navigation system

TOT—time on target

TTT—time to target

VFR—visual flight rules

VOR—very high frequency omni-directional range

WSO—weapon system officer

Office Symbols

AETC AF/A3V—Air Education and Training Command Operations Directorate, Standardization and Evaluation Division

Terms

Airwork—Basic proficiency maneuvers including aerobatics, confidence maneuvers, approaches to stalls, BFM, formation maneuvering (e.g., fingertip, tactical, extended trail), and aircraft handling characteristics.

Pilot instructor training—Instructor pilot training conducted under an AETC PIT or ENJJPT pilot instructor training syllabus.