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Flying Operations

C-21A AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. This is a specialized publication intended for use by Airmen who have graduated from technical training related to this publication. It establishes evaluation criteria for the operation of C-21 aircraft to safely and successfully accomplish worldwide mobility missions. It is used in conjunction with Air Force manual (AFMAN) 11-202V2, *Aircrew Standardization and Evaluation Program*, and appropriate major command and unit supplements. This manual applies to military and civilian members of the Regular Air Force, Air Force Reserve, and Air National Guard involved with employing C-21 aircraft. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Department of Defense Directive (DoDD) 5400.11, *DoD Privacy Program.* The applicable SORN F011 AF XO A*, Aviation Resource Management Systems (ARMS),* is available at **http://dpclo.defense.gov/Privacy/SORNs.aspx**. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with (IAW) the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. The authorities to waive wing or unit level requirements in this publication 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 requestor's commander for non-tiered compliance items. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include: addition of Area 15 - Pilot Monitoring (PM) Duties, addition of Area 16 - Automation Management, clarification of required evaluation areas, removal of threshold crossing height from landing criteria, addition of reject and go/no-go considerations to EPE, removal of tactics on operational mission evaluation.

Chapter 1

GENERAL INFORMATION

1.1. General. This manual provides flight examiners and aircrew members with procedures and evaluation criteria to be used during flight evaluations as specified in AFMAN 11-202V2. Specific areas for evaluation are prescribed to ensure a complete assessment of the proficiency and capabilities of aircrew members. Examiners use this manual when conducting aircrew evaluations. Instructors use this manual when preparing aircrew members for qualification.

1.2. Roles and Responsibilities.

1.2.1. Major Command. Air Mobility Command (AMC) is designated the lead command for the C-21 and is responsible for establishing and standardizing aircrew evaluations in coordination with user commands.

1.2.2. Operations Group Commander (OG/CC) or Equivalent. OG/CCs are responsible for establishing and maintaining the OG Standardization and Evaluation program, and ensuring examiners administer evaluations IAW AFMAN 11-202V2 and this manual.

1.2.3. Squadron Commander or Designated Representative. Squadron Commanders are responsible for establishing and maintaining the Squadron Standardization and Evaluation program, and ensuring examiners administer evaluations IAW AFMAN 11-202V2 and this manual.

1.2.4. Examiners. Examiners are responsible for administering evaluations IAW AFMAN 11-202V2 and this manual.

1.3. Key Words and Definitions.

1.3.1. “Will” and “Must” indicate a mandatory requirement.

1.3.2. “Should” indicates a preferred, but not mandatory, method of accomplishment.

1.3.3. “May” indicates an acceptable or suggested method of accomplishment.

1.4. Deviations and Waivers. Reference DAFMAN 90-161 for waiver processes and limitations. Do not deviate from the guidance and procedures in this publication except when the situation demands immediate action to ensure safety. The PIC is vested with ultimate mission authority and is responsible for each course of action taken.

1.4.1. Deviations. Report deviations or exceptions taken without a waiver within 48-hours of deviation through command channels to their Chief of MAJCOM Stan/Eval who in turn notifies the Chief of AMC Stan/Eval (lead command) as appropriate.

1.4.2. Waiver Authorities. The waiver authorities in this publication are identified with a tier (T-0, T-1, T-2, T-3) number following the compliance statement. See DAFMAN 90-161 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 to the requestor’s commander for non-tiered compliance items. Tiering levels presented in this AFMAN represent the lowest acceptable level and as such, higher levels may also approve the waiver.

1.5. Supplements and Local Procedures. This AFMAN is a basic directive. MAJCOMs and units may supplement this manual IAW DAFMAN 90-161.

1.5.1. MAJCOM Supplement Coordination. Forward MAJCOM Operations Directorate (MAJCOM/A3)-approved supplements, with AF Form 673, *Air Force Publication/Form Action Request,* to lead command for review. AMC Standardization and Evaluation (AMC/A3V) provides a recommendation and forwards it to Air Force Operations (AF/A3O) for approval. AF/A3O advises AMC/A3V of approval/denial of supplement. When the supplement is published, provide a final copy to AF/A3O and AMC/A3V.

1.5.2. Local Supplement Coordination. Units send proposed local supplements to parent MAJCOM Stan/Eval for coordination and approval. When published, provide a final copy to AMC/A3V and parent MAJCOM Stan/Eval.

1.6. Evaluations. This manual establishes standardized evaluation criteria. It also establishes the Areas and Sub-Areas necessary for the successful completion of evaluations, and which Areas/Sub-Areas will be considered critical.

1.7. Evaluation Types. Accomplish evaluations concurrently whenever practical. Guidance on evaluation frequency is provided in AFMAN 11-202V2.

1.7.1. Qualification (QUAL) Evaluation. All C-21 pilots will successfully complete an initial (INIT) and periodic QUAL evaluation. **(T-2)** The flight phase is an in-flight evaluation of aircrew performance including both performance and application of flight manual procedures, maneuvers, and tasks normally performed on operational missions. The ground phase includes the following requisites: open book and closed book exams, boldface exam (critical action items listed in T.O. 1C-21A-1, *C-21A Flight Manual*), and emergency procedures evaluation (EPE). The QUAL evaluation fulfills the AFMAN 11-202V2 Mission evaluation requirement.

1.7.2. Instrument (INSTM) Evaluation. All C-21 pilots will successfully complete an INIT and periodic INSTM evaluation. **(T-2)** The flight phase evaluates pilot performance and application of instrument procedures and maneuvers. The ground phase consists of an open book instrument exam.

1.7.3. Operational Mission Evaluation (OME). Prior to certification to act as pilot-in-command (PIC) in the C-21, pilots must complete an OME. **(T-2)** The OME is the culmination of aircraft commander (AC) upgrade training. Refer to AFMAN 11-2C-21V1, *C-21 Aircrew Training*, and **Chapter 2** of this manual for further guidance.

1.7.4. Instructor (INSTR) Evaluations. To initially qualify as an instructor in the C-21, pilots must successfully complete an initial instructor qualification course and INSTR evaluation. **(T-2)** Subsequently, instructor pilots will be evaluated on their ability to instruct during all periodic evaluations. **(T-2)** Aircrew members may use their INIT INSTR evaluation to satisfy the requirements of a periodic evaluation provided all evaluation requirements for the periodic evaluation are met.

1.7.5. SPOT Evaluations. Guidance on SPOT evaluation conduct is provided in AFMAN 11-202V2. To align and/or be credited as recurring INSTM, QUAL, or INSTR, all requisites for the desired evaluations must be met.

1.7.6. Re-Qualification (RQ). Use the prefix RQ according to AFMAN 11-202V2.

1.7.7. Emergency Procedures Evaluation. Evaluate an aircrew member's knowledge of emergency procedures and aircraft systems for all INIT, RQ, and periodic QUAL evaluations. Examiners will tailor the EPE to include areas commensurate with the examinee's graduated training (e.g., initial, instructor). **(T-2)**

1.7.7.1. The OG Standardization and Evaluation office (OG/OGV) will develop and maintain a list of EPE program requirements (topics, special interest items, etc.). **(T-2)** OG/OGV will develop an EPE guide detailing the evaluation areas and conduct of the EPE. **(T-2)** EPEs will emphasize emergency procedures and systems knowledge. Examiners may use one continuous scenario throughout the EPE, or use different scenarios as required to ensure appropriate areas are evaluated.

1.7.7.2. Examinees may use publications that are normally available in-flight. The examinee must recite, perform, or write all boldface items. **(T-2)**

1.7.7.3. Commanders will place examinees who receive an overall EPE grade of unqualified in supervised status until recommended additional training and recheck are completed. **(T-2)** Commanders will ensure examinees who receive an overall EPE grade of unqualified because of unsatisfactory boldface procedures are not permitted to fly in their crew position until a successful recheck is accomplished. **(T-2)** Reference AFMAN 11-202V2 for guidance on additional training.

1.8. Grading Policies.

1.8.1. The overall qualification level awarded on an evaluation is based on performance during both the flight and ground phases.

1.8.2. Use the grading criteria in this manual to grade Areas/Sub-Areas accomplished during an evaluation. The examiner must grade the Areas/Sub-Areas listed as required in **Chapter 2**, as well as any Areas/Sub-Areas observed but not required. **(T-2)**

1.8.3. When flight or ATD evaluation of a required Area/Sub-Area is not possible, the Area/Sub-Area may be verbally evaluated, except as described in **Chapter 2**. Examiners should attempt to evaluate all required Areas/Sub-Areas in the aircraft or ATD before resorting to verbal evaluation.

1.9. Grading System.

1.9.1. Qualification levels (Q1, Q2, and Q3) are assigned both to individual evaluations (i.e., flight evaluations and EPEs) as well as overall performance. Individual evaluations are graded as a compilation of all Area/Sub-Area grades. Overall performance is graded as a compilation of all requisite tasks associated with the required evaluation. Reference AFMAN 11-202V2 for assignment of qualification levels.

1.9.2. Area/Sub-Area Grades. Areas/Sub-Areas have a two-level (Q/U) or three-level (Q/Q-/U) grading system. Examiners will document discrepancies against the established Areas/Sub-Areas. **(T-2)** The overall Area grade is the lowest of any Sub-Area grade awarded. Q, Q- and U grading criteria are listed in **Chapter 2**.

1.9.3. The examiner will indicate all appropriate restriction(s) and additional training on the AF Form 8, *Certificate of Aircrew Qualification*. **(T-2)**

1.9.4. Critical Areas. Critical areas require adequate accomplishment by the aircrew member in order to successfully achieve the mission objectives. Assign a qualification level of Q3 for unsatisfactory performance in any critical Area/Sub-Area or if the examiner assumes the examinee's duties. Critical areas are identified in the grading criteria tables in this manual.

1.10. Conduct of Evaluations.

1.10.1. Examiners will pre-brief the examinee on the conduct, purpose, and requirements of the evaluation, and all applicable evaluation criteria. **(T-2)** The examiners will then evaluate the examinee in each required Area/Sub-Area. **(T-2)** Examiners should not evaluate personnel they have primarily trained, recommended for upgrade evaluation, or who are their primary ratee.

1.10.2. Unless otherwise specified, examiners may conduct the evaluation in any seat or position that best enables them to observe the examinee's performance. For Operational Mission Evaluation's (OME), the examiner should sit in the jump seat to better observe how the AC candidate leads the aircrew.

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

1.10.3.1. Examiners will not change an evaluation to a training mission to avoid documenting substandard performance, nor will a training mission be changed to an evaluation. **(T-2)**

1.10.3.2. The judgment of the examiner, guidance provided in AFMAN 11-202V2, and this manual are the determining factors in assigning an overall qualification level on the AF Form 8. Failure of a ground requisite may contribute to, but does not necessitate, an overall Q-3 (see AFMAN 11-202V2 for further clarification). The examiner will thoroughly critique all aspects of the flight. **(T-2)** During the critique, the examiner will review the examinee's overall qualification level, specific deviations, Area/Sub-Area grades assigned, and any additional training required. **(T-2)**

1.10.3.3. In the event of unsatisfactory performance, the examiner determines additional training requirements. Required additional training will not be accomplished on the same flight. **Exception:** Required additional training on the same flight is allowed when unique situations presenting valuable training opportunities (i.e., thunderstorm avoidance, crosswind landings, etc.) exist. This option requires utmost examiner discretion and judicious application. When used, the examinee must be informed of when the additional training begins and ends.

1.10.4. The ATD may be used to accomplish additional training and rechecks. Areas for additional training and rechecks should be limited to those Areas/Sub-Areas that can be realistically accomplished in an ATD.

1.10.5. Rechecks will not be administered by the examiner who administered the original evaluation. **(T-3)**

1.11. Unsatisfactory Performance.

1.11.1. Immediately correct breaches of flight safety or flight discipline by any aircrew member (including one in a different crew position). When an examinee jeopardizes safety of

flight, the examiner may assume the duties of that aircrew member (if qualified in that position). This does not mean the examiner assumes the examinee's position any time unsatisfactory performance is observed.

1.11.2. When an examiner observes less than Q1 performance from any aircrew member not being evaluated, the examiner will consult with appropriate qualified personnel and (through the OG/OGV Chief) complete a follow-on recommendation for appropriate action to the unit commander (e.g., commander-directed downgrade, follow-on no-notice evaluation, additional training, etc.). **(T-3)**

1.11.3. Immediately notify the examinee's Squadron Commander or Operations Officer when less than Q1 performance is observed.

1.11.4. Unsatisfactory performance in a non-critical Area/Sub-Area results in no higher than Q2.

1.12. Use of AF Form 3862, *Flight Evaluation Worksheet.*

1.12.1. AMC/A3V will maintain AF Forms 3862 to be used during evaluations. Units may add special interest items and/or local evaluation requirements but must specify grading criteria for each added area.

1.12.2. The AF Form 3862 will be used as a worksheet during evaluations to ensure all required areas are evaluated. **(T-3)** Examiners use the form to record aircrew member performance, and positive and negative trend information. File the completed AF Form 3862, or draft copy of the AF Form 8, in the aircrew member's flight evaluation folder immediately after the evaluation as a temporary record of the evaluation results. Maintain until the signed AF Form 8 is added to the flight evaluation folder, then dispose of properly.

1.13. Aircrew Testing. See specific testing requirements in AFMAN 11-202V2 and the following:

1.13.1. Open Book Exam. An open book exam is a requisite for all QUAL evaluations. The open book QUAL exam will consist of 60 to 80 questions.

1.13.2. Closed Book Exam. A closed book exam is a requisite for all QUAL evaluations. The closed book QUAL exam will consist of a minimum of 20 questions from the Master Question File. Complete a boldface exam in conjunction with the closed book exam.

1.13.3. Instructor Open Book Exam.

1.13.3.1. An instructor open book exam is a requisite for INIT INSTR evaluations. The INIT INSTR open book exam will have a minimum of 20 questions which may be derived from AFMAN 11-2C-21V1, AFMAN 11-2C-21V3, *C-21 Operations Procedures,* this manual, and other flight instruction related sources. Questions should include scenario-driven instructor questions.

1.13.3.2. Subsequent (periodic) and RQ INSTR Exams. A portion of the open book exam will include instructor questions. A separate (unique) INSTR open book exam is not required.

1.14. Typical C-21 Evaluation Profile(s). The unit (OG/CC or OG/OGV) will determine the evaluation profiles suitable for aircrew evaluations based on unit mission requirements. **(T-3)**

1.15. Senior Officer Requirements. See AFMAN 11-202V1, *Aircrew Training,* and AFMAN 11-2C-21V1. All Senior Officer Courses will conclude in a QUAL evaluation. **(T-2)** This is the intent of the course. If a senior officer does not complete the flight evaluation, the Senior Officer Course is incomplete. Senior officers will only be evaluated on pilot monitoring procedures during simulated engine out scenarios.

Chapter 2

PILOT EVALUATIONS

2.1. General. This chapter standardizes INIT, periodic, and RQ evaluations, including requirements for QUAL, INSTM, INSTR, and OME evaluations.

2.1.1. Examiners will not intentionally fail any equipment during flight evaluations but may deny the use of systems not affecting safety of flight. **(T-2)**

2.1.2. Examiners will not allow the aircraft to slow more than 5 knots indicated airspeed (KIAS) below the minimum safe maneuvering airspeed appropriate for configuration, or exceed aircraft limitations specified in the flight manual, regardless of tolerances listed for specific areas. **(T-2)**

2.1.3. If the flight manual recommends a specific airspeed range for performance of a maneuver, the examiner will apply the grading criteria to the upper and lower limits of that range. **(T-2)**

2.1.4. Examiners may conduct evaluations when scheduled as primary aircrew members. For OMEs, the examiner should sit in the jump seat.

2.2. Qualification Evaluations. The QUAL evaluation should be reflected in a realistic sortie for which the examinee is current and qualified. Include all areas of **Table 2.1** and **Table 2.2**, and as noted below. QUAL evaluations may be conducted in an ATD or in the aircraft. Single engine areas must be conducted in an ATD. **(T-3)**

2.2.1. Pilots must demonstrate a single engine go-around (Area 25), and a single engine landing (Area 24) on all QUAL evaluations. **(T-2) Exception:** Senior officers are only evaluated on single-engine pilot monitoring duties. **Note:** If a QUAL evaluation is conducted in the aircraft, refer to AFMAN 11-2C-21V3 Simulated Engine-Out Limitations.

2.2.2. Tactics-certified pilots will fly a tactical arrival (Sub-Area 26A) and departure (Sub-Area 26B) unless unavailable due to weather/airspace. **(T-2)** Examiners must verbally evaluate tactical maneuvers if they cannot be flown. **(T-2)** Annotate the following on the AF Form 8: "Tactical maneuvers not available due to weather/airspace (as appropriate) but were verbally evaluated."

2.2.3. The evaluation should include a landing in each flap configuration (40, 20, and 0).

2.3. Instrument Evaluations. C-21 INSTM evaluations will be accomplished concurrently with QUAL evaluations. **(T-3)** Include all areas of **Table 2.3**, and as noted below. INSTM evaluations may be conducted in an ATD or in the aircraft. Pilots must demonstrate at least one precision approach (Area 32), and two non-precision approaches (Area 33). **(T-2)**

2.3.1. Pilots must demonstrate at least one approach using a ground-based navigation aid (NAVAID) as the primary navigation source on final approach. **(T-2)**

2.3.2. Pilots must incorporate a holding pattern or procedure turn (Area 29) into one of the approaches. **(T-2)**

2.3.3. Pilots must demonstrate a circling approach (Area 34) unless unavailable due to weather/airspace conditions. **(T-2)** Examiners must verbally evaluate a circling approach if it

cannot be flown. **(T-2)** Annotate the following on the AF Form 8: "Circling was not available due to weather/airspace (as appropriate) but was verbally evaluated."

2.4. Operational Mission Evaluation (OME). ACs must complete a one-time OME demonstrating their ability to operate in command of an aircraft performing the unit's primary mission prior to AC certification. **(T-2)** Include all areas of **Table 2.1** and **Table 2.5**, and as noted below. This evaluation is not required for pilots previously certified as an AC in the C-21. Document the OME on the AF Form 8 as a "SPOT" evaluation. Annotate the following on the AF Form 8: "This OME was conducted in conjunction with AC certification."

2.4.1. Examinees must fly at least one approach (Area 20, 32, or 33) and landing (Area 21). **(T-2)**

2.4.2. Examiners must observe at least two mission legs on the OME. **(T-2)**

2.4.3. Examiners must evaluate Pilot Monitoring Duties (Area 15). **(T-2)**

2.4.4. The OME should include an off-station crew rest (Area 44) for pilots not previously certified as an AC.

2.5. Instructor Evaluations. Conduct INIT and RQ INSTR evaluations from the right seat, with a qualified pilot occupying the left seat. **(T-2)** On periodic evaluations, the examinee may occupy either seat. For all INSTR evaluations, include all areas of **Table 2.1** and **Table 2.4**, and as noted below. Periodic INSTR evaluations will be conducted concurrently with the QUAL/INSTM evaluation. **(T-3)** Examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely and effective corrective action. **(T-2)**

2.5.1. Examinees will demonstrate a minimum of one instrument approach (Area 32 or Area 33) or VFR pattern (Area 21), then instruct while the other pilot performs an instrument approach or VFR pattern. **(T-2)**

2.5.2. Examinees will demonstrate a minimum of one touch and go landing (Sub-Area 21D), then instruct while the other pilot performs a touch and go landing. **(T-2)**

2.5.3. Examinees will instruct a minimum of two areas. Examiners will annotate those areas on the AF Form 3862/AF Form 8 (e.g., "circling approach and no flap landing"). **(T-2)**

2.6. Emergency Procedures Evaluation. The EPE should cover a cross section of aircraft systems emergencies, rejected takeoff procedures, and go/no-go decision making. Examinees should be able to demonstrate an understanding of aircraft systems beyond the actual steps required for an emergency procedure.

2.7. Pilot Grading Criteria.

Table 2.1. General.

Area 1. **Directives and Publications**.	
Q	Possessed a high level of knowledge of all applicable aircraft directives and publications and understood how to apply both to enhance mission accomplishment. Required publications (paper or electronic) were current and properly posted. Electronic Flight Bag (EFB) was in proper configuration IAW MAJCOM directives.

Q-	Unsure of some directives but could locate information in appropriate publications. Required publications (paper or electronic) were current but improperly posted. Required applications were up to date. EFB configuration was not IAW MAJCOM directives.
U	Unaware of established directives and/or could not locate them in the appropriate publication in a timely manner. Required publications (paper or electronic) were not current. EFB configuration was not IAW MAJCOM directives and/or data was not current.
Area 2. **Mission Preparation/Planning/Performance**.	
Q	Checked all factors applicable to flight such as weather, notices to airmen, alternate airfields, airfield suitability, fuel requirements, charts, etc. Displayed a high level of knowledge of performance capabilities and operating data. Attended required briefings. Evaluate the data intended for use during takeoff/landing after final adjustments and corrections have been made as follows: *V1, Vr, V2, flap retract: ±3 KIAS* *N1 setting: ±0.3%* *Takeoff/landing distance: suitable for takeoff/landing* *Landing speeds: ±3 KIAS*
Q-	Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Limited knowledge of performance capabilities or approved operating procedures/ rules. Late for required briefings. Performance calculations exceeded Q limits but did not exceed: *V1, Vr, V2, flap retract: ±5 KIAS* *N1 setting: ±0.6%* *Takeoff/landing distance: suitable for takeoff/landing* *Landing speeds: ±5 KIAS*
U	Made major errors or omissions that would have prevented an effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data. Performance calculations exceeded Q-limits. Failed to attend required briefings.
Area 3. **Use of Checklists**.	
Q	Consistently used and called for the correct checklist and gave the correct response at the appropriate time throughout the mission.
Q-	Checklist responses were untimely and/or aircrew member required continual prompting for correct response.
U	Used or called for incorrect checklist or consistently omitted checklist items. Unable to identify the correct checklist to use for a given situation. Did not complete checklist prior to event.
Area 4. **Safety Consciousness**. **(Critical)**	
Q	Aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.
U	Not aware of, or did not comply with, all safety factors required for safe aircraft operation or mission accomplishment. Operated aircraft in a dangerous manner.
Area 5. **Judgment/Compliance**. **(Critical)**	

Q	Exhibited strict flight and crew discipline. Prepared and completed mission in compliance with existing instructions and directives.
U	Failed to exhibit strict flight and crew discipline. Failed to comply with existing instructions and directives which did or could have jeopardized safety or mission success.
Area 6. **Crew Coordination/Management/Crew Resource Management (CRM)**. See AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, and AF Form 4031**,** *CRM Skills Criteria Training/Evaluation Form*.	
Q	Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other aircrew members' duties and responsibilities. Effectively applied CRM skills throughout the mission.
Q-	Crew coordination skills detracted from mission accomplishment. Demonstrated limited knowledge of other aircrew members' duties and responsibilities.
U	Poor crew coordination or unsatisfactory knowledge of other aircrew member duties and responsibilities negatively affected mission accomplishment or safety of flight.
Area 7. **Communication/Transponder Procedures**.	
Q	Thorough knowledge of and compliance with correct communication/transponder procedures. Transmissions were concise with proper terminology. Complied with and acknowledged all required instructions including successful operation of the transponder (including Modes 1, 2, 5, and S).
Q-	Occasional deviations from procedures required re-transmissions or resetting codes. Slow in initiating or missed several required radio calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Difficulty configuring the transponder without mission impact.
U	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/interphone calls. Unable to configure transponder with direct impact on mission success.
Area 8. **Life Support Systems/Egress**.	
Q	Displayed thorough knowledge of location and use of life support systems and equipment. Displayed thorough knowledge of aircraft door and hatch operation during egress.
Q-	Limited knowledge of location and use of life support systems and equipment. Unsure of the proper operating procedures used to operate some of the aircraft egress devices.
U	Displayed unsatisfactory knowledge of location and use of life support systems and equipment. Unsatisfactory knowledge of aircraft egress procedures.
Area 9. **Knowledge/Completion of Forms**.	
Q	All required forms and/or flight plans were complete, accurate, readable, accomplished on time and IAW applicable directives. Provided an accurate debrief of significant events to applicable agencies (e.g., Intelligence, Maintenance).
Q-	Minor errors on forms and/or flight plans did not affect conduct of the mission. Incorrectly or incompletely reported some information due to minor errors, omissions, and/or deviations.
U	Did not accomplish required forms and/or flight plans. Omitted or incorrectly reported significant information due to major errors, omissions, and/or deviations.
Area 10. **Airmanship/Situational Awareness**.	

Q	Executed the assigned mission in a timely, efficient manner. Maintained situational awareness and exercised sound judgment throughout the mission. Conducted the flight with a sense of understanding and comprehension. Prioritized tasks properly.
Q-	Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Momentary lapses of situational awareness and sound judgment detracted from the mission. Limited ability to prioritize tasks.
U	Lacked situational awareness. Faulty judgment resulted in decisions that had negative mission impact. Lacks the skills to prioritize tasks. Unaware of significant events that impacted the mission.
Area 11. **Boldface**. **(Critical)**	
Q	Correct, timely responses in the proper sequence. Maintained aircraft control. Coordinated proper crew actions.
U	Incorrect sequence, unsatisfactory response, or unsatisfactory performance of corrective actions.
Area 12. **Other Emergency Procedures**.	
Q	Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective action for each type of malfunction. Effectively used available aids.
Q-	Operated within prescribed limits but was slow to analyze problems or apply proper corrective actions. Did not effectively use, omitted, or deviated in use of checklist and/or available aids.
U	Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids.
Area 13. **Systems Operations/Knowledge/Limitations**.	
Q	Demonstrated a thorough knowledge of aircraft systems and operating limitations both with and without reference to the flight manual and/or available aids.
Q-	Limited knowledge of aircraft systems operations and limitations in some areas. Used individual technique instead of established procedure and was unaware of differences.
U	Unsatisfactory systems knowledge. Unable to demonstrate or explain the procedures for aircraft systems operations with or without reference to the flight manual and/or available aids.

Table 2.2. Qualification.

Area 14. **Basic Aircraft Control (BAC).**	
Note: Use the following criteria as general tolerances for airspeed, altitude, and heading/course with all engines operating; may be used for any flight portion of the evaluation. Add 5 KIAS, 50 feet (when practical), and 2 degrees to these criteria for engine out operations. Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control (ATC) or prescribed in the flight manual. Airspeed "minus" tolerances are based on minimum maneuvering speed for aircraft configuration. These criteria do not apply to landings (See Area 21 for landing tolerances).	
Q	Maintained positive aircraft control. Experienced minor deviations but corrected in a timely manner. Meets the following tolerances: *Airspeed: +10/-5 KIAS*

	Altitude: ±100 feet *Heading/course: ±5 degrees*
Q-	Frequent deviations in airspeed altitude or heading, but does not compromise flight safety. Slow to correct deviations. Exceeds Q criteria but does not exceed: *Airspeed: +15/-5 KIAS* *Altitude: ±200 feet* *Heading/course: ±10 degrees*
U	Exceeded Q- criteria.
Area 15. **Pilot Monitoring (PM) Duties**.	
Q	Effectively monitored aircraft configuration, energy state, performance, radios, and flight path. Supported the pilot flying (PF) by advising and intervening, as appropriate. Complied with applicable flight policies and procedures and made required flight callouts (e.g., mandatory advisory calls, and verbalize, verify, monitor (VVM)). Remained vigilant to identify, communicate, and mitigate events/distractions that may have adversely affected flight path management. Monitored energy and flight path performance and was alert for erroneous/conflicting aircraft control and navigational information. Effectively addressed aircraft system failures or unexpected aircraft flight guidance and aircraft system outcomes.
Q-	Did not effectively monitor aircraft configuration, energy state, performance, radios, or flight path. Was slow to support PF by advising and intervening, as appropriate. Flight policies/procedures were not fully applied and required flight callouts (e.g., mandatory advisory calls, VVM) were inconsistent. Flight path/energy management awareness, communication, and/or vigilance was sporadic but did not adversely affect flight safety. Intermittently addressed aircraft system failures or unexpected aircraft flight guidance and aircraft system outcomes.
U	Failed to support/advise the PF regarding aircraft configuration, energy state, performance, radios or flight path. Did not intervene, as appropriate. Application of flight policies/procedures were insufficient and required flight callouts (e.g., mandatory advisory calls, VVM) were not made. Flight path/energy management awareness, communication, and/or vigilance was insufficient or jeopardized flight safety. Failed to address aircraft system failures or unexpected aircraft flight guidance and aircraft system outcomes.
Area 16. **Automation Management**.	
Q	Demonstrated appropriate knowledge of published guidance regarding the operation of automated aircraft flight systems, PF/PM flight automation responsibilities, and VVM procedures as they relate to flight automation. Proficiently programmed, reviewed/verified, and operated automated flight systems at suitable levels to enhance situational awareness and/or to reduce pilot workload. Did not make flight automation errors, or quickly identified and mitigated those errors.
Q-	Demonstrated limited knowledge of published guidance regarding the operation of automated aircraft flight systems, PF/PM flight automation responsibilities, and VVM procedures as they relate to flight automation. Inconsistently or inadequately programmed, reviewed/verified, or operated aircraft automated flight systems at suitable

	levels to enhance situational awareness and/or to reduce pilot workload. Made, but did not identify or mitigate, inconsequential flight automation errors.
U	Did not follow published guidance regarding the operation of automated aircraft flight systems, causing detriment to mission/flight accomplishment. Did not adequately employ PF, PM, and/or VVM guidance regarding the usage of aircraft automated flight systems. Did not adequately program, review/verify, and/or operate aircraft automated flight systems at suitable levels. Made, but did not identify or mitigate, consequential flight automation errors.
Area 17. **Ground Operations/Taxi**.	
Q	Established and adhered to station, engine start, taxi, and take-off time to assure thorough preflight, check of personal equipment, crew/passenger briefings, etc. Accurately determined readiness of aircraft for flight. Conducted taxi operations according to flight manual, AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, and local procedures.
Q-	Did not maintain or adhere to station, engine start, taxi, or take-off time to assure thorough preflight, check of personal equipment, crew/passenger briefings, etc. Overlooked minor areas in determining the readiness of aircraft for flight. Made minor errors during taxi operations or was unsure of limitations in AFMAN 11-218. Deviations did not detract from mission effectiveness.
U	Crew errors directly contributed to a late takeoff that degraded the mission. Failed to accurately determine readiness for flight. Failed to preflight/post-flight a critical component or could not conduct a satisfactory preflight/post-flight inspection. Errors during ground operations prevented mission success.
Area 18. **Takeoff**.	
Q	Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW flight manual and as published/directed.
Q-	Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.
U	Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded Q- criteria.
Area 19. **Radar Operations/Weather Avoidance/Windshear**.	
Q	Effectively demonstrated procedures for operating weather radar when mission requirements dictated. Updated weather radar/analysis throughout the mission. Highly knowledgeable of weather radar operation, and windshear detection and avoidance equipment/procedures. Used all available sources to determine if and/or to what degree severe weather conditions exist. Complied with all weather separation and windshear avoidance directives.
Q-	Minor deviations observed when operating weather radar. Did not update radar/weather analysis during worsening weather conditions. Limited knowledge of weather radar operation, and/or windshear detection and avoidance equipment.
U	Unable to demonstrate proper use of weather radar. Failed to update radar/weather analysis when critical. Displayed unsatisfactory knowledge of weather radar operation,

	and/or windshear detection and avoidance equipment. Failed to comply with weather separation or windshear avoidance directives that could have jeopardized safety or mission success.
Area 20. **VFR Pattern**.	
Q	Performed traffic pattern and turn to final/final approach IAW published procedures. Aircraft control was smooth and positive. Constantly cleared area of intended flight.
Q-	Performed traffic pattern and turn to final/final approach with minor deviations to procedures. Aircraft control was safe but not consistently smooth and positive. Over/under shot final approach, but was able to intercept normal glide path. Adequately cleared area of intended flight.
U	Did not perform traffic pattern and/or turn to final/final approach IAW published procedures. Displayed erratic aircraft control. Did not clear area of intended flight.
Area 21. **Landings**. **Sub-Area 21A**. **Full Flap Landing**. **Sub-Area 21B**. **Partial Flap Landing**. (Normally 20 degrees, but can be 8 degrees) **Sub-Area 21C**. **No Flap Landing**. **Sub-Area 21D**. **Touch and Go Landing**.	
Note: Specific items to evaluate include airspeed over the threshold, runway alignment, flare, touchdown speed, and landing in a crab. Airspeed tolerances apply to computed takeoff and landing data speeds. Add +5 KIAS for single-engine operations.	
Q	Performed landings as published/directed IAW flight manual and met the following criteria: *Airspeed: ±5 KIAS* *Touchdown zone: 800-2000 feet* *Centerline: ±15 feet left or right*
Q-	Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab. Exceeded Q criteria but not the following: *Airspeed: +10/-5 KIAS* *Touchdown zone: threshold-3000 feet* *Centerline: ±25 feet left or right*
U	Landing not performed as published/directed. Exceeded Q- criteria.
Area 22. **Landing Roll/Braking/Reverse Thrust**.	
Q	Performed as published/directed IAW flight manual. Braking action and thrust reverser actuation (if used) was prompt and smooth.
Q-	Performed landing roll with minor deviation to procedures. Braking action and thrust reverser actuation (if used) unnecessarily delayed or not smooth.
U	Landing roll not performed as published/directed. Braking or thrust reverser actuation (if used) accomplished in an unsafe manner or actuated prior to touchdown. Exceeded Q- criteria.
Area 23. **All Engine Go-Around**. (Not Required if Area 25 or 35 is Accomplished)	
Q	Initiated and performed go-around promptly and IAW flight manual and directives. Applied smooth control inputs. Acquired and maintained a positive climb.

Q-	Slow or hesitant to initiate go-around. Slightly over controlled the aircraft. Minor deviations did not affect mission accomplishment or compromise safety.
U	Did not initiate go-around when appropriate or directed. Major deviations or misapplication of procedures could have led to an unsafe condition.
Area 24. **Single Engine Landing**. Use Area 21 criteria.	
Area 25. **Single Engine Go-Around**.	
Q	Performed all required procedures IAW the flight manual and directives. Applied smooth, positive, and coordinated control inputs. Rudder and aileron inputs were in correct direction. Targeted V_{REF} + 7 (within confines of BAC (Area 14)). Course or heading, as appropriate, ±10 degrees.
Q-	Errors were made which did not affect safety. Aircraft control was not consistently smooth and positive. Rudder and aileron inputs were in the correct direction with some over/under control. Targeted V_{REF} + 7 (within confines of BAC (Area 14)). Course or heading, as appropriate, ±15 degrees.
U	Rudder and/or aileron inputs were incorrect. Failed to perform the maneuver IAW the flight manual and current directives. Exceeded Q- criteria.
Area 26. **Tactical Maneuvers and Procedures**. **Sub-Area 26A**. **Tactical Arrival**. **Sub-Area 26B**. **Tactical Departure**.	
Q	Performed maneuver IAW the flight manual and directives. Performed appropriate maneuver for given scenario. Aircraft control was smooth and positive. Constantly cleared area of intended flight. Demonstrated thorough knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives.
Q-	Performed maneuver with minor deviations to published procedures. Performed appropriate maneuver for given scenario. Aircraft control was safe but not consistently smooth and positive. Adequately cleared area of intended flight. Demonstrated satisfactory knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives, but minor errors or omissions detracted from mission effectiveness.
U	Did not perform maneuver IAW published procedures. Did not perform appropriate maneuver for given scenario. Displayed erratic aircraft control. Did not clear area of intended flight. Exceeded Q-criteria. Displayed inadequate knowledge of procedures and restrictions. Major errors or omissions precluded compliance with directives or safe mission accomplishment.

Table 2.3. Instrument.

Area 27. **Instrument Departure/Standard Instrument Departure**.	
Q	Complied with all restrictions or controlling agency instructions. Made all required reports. Applied course/heading corrections promptly. Demonstrated smooth, positive control.
Q-	Minor deviations in navigation occurred during departure. Slow to comply with controlling agency instructions or unsure of reporting requirements. Slow to apply course/heading corrections. Aircraft control was not consistently smooth and positive.

U	Failed to comply with published/directed departure, or controlling agency instructions. Accepted an inaccurate clearance. Aircraft control was erratic.
Area 28. **Navigation**.	
Q	Able to navigate using all available means. Used appropriate navigation procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace. *TACAN/VOR-DME Arc: ±2 NM*
Q-	Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course. Slow to adjust for deviations in time and course. Exceeded Q criteria but not greater than: *TACAN/VOR-DME Arc: ±4 NM*
U	Major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for position deviations from course. Did not remain with the confines of assigned airspace. Exceeded Q- criteria.
Area 29. **Holding or Procedure Turn**.	
Q	Performed entry and holding/procedure turn IAW published procedures and directives.
Q-	Performed entry and holding procedures with minor deviations.
U	Holding/procedure turn was not IAW flight manual, directives, or published procedures.
Area 30. **Use of NAVAIDs**.	
Q	Ensured NAVAIDs were properly tuned, identified, and monitored.
Q-	Some deviations in tuning, identifying, and monitoring NAVAIDs.
U	Did not ensure NAVAIDs were tuned, identified, and monitored.
Area 31. **Descent/Arrival**.	
Q	Performed descent as directed. Complied with all flight manual, controller issued, or Standard Terminal Arrival restrictions in a proficient manner. Accomplished all required checks.
Q-	Performed descent as directed with minor deviations that did not compromise mission safety. Slow to accomplish required checks.
U	Performed descent with major deviations. Did not accomplish required checks. Erratic corrections. Exceeded flight manual limitations.
Area 32. **Precision Approaches**.	
Note 1: Use the following criteria as general tolerances for airspeed, altitude, heading, glide slope, and azimuth. Airspeed tolerances are based on computed approach speed for configuration.	
Note 2: Perform either a PAR or ILS for QUAL evaluation. If PAR is flown, then at least one non-precision approach must be flown using a conventional NAVAID. **(T-2)**	
Q	Meets the following tolerances: *Airspeed: +10/-5 KIAS* *Altitude: initiated missed approach at decision height +50/-0 feet* *Heading: ±5 degrees of controller's instructions (PAR)*

	Glide Slope: within one dot (ILS) *Azimuth: within one dot (ILS)*
Q-	Exceeds Q criteria but does not exceed: *Airspeed: +15/-5 KIAS* *Altitude: initiated missed approach at decision height +100/-0 feet* *Heading: ±10 degrees of controller instructions (PAR)* *Glide Slope: within one dot low, two dots high (ILS).* *Azimuth: within two dots (ILS)*
U	Exceeded Q- criteria.
Sub-Area 32A. **ILS**.	
Q	Approach was IAW published procedures. Smooth and timely corrections to azimuth and glide slope. Complied with decision height. Position would have permitted a safe landing. Maintained glide path with only minor deviations.
Q-	Performed approach with minor deviations. Slow to make corrections. Slow to comply with decision height. Position would have permitted a safe landing. Inconsistent glide path control.
U	Approach not IAW flight manual, directives, or published procedures. Erratic corrections and glide path control. Did not comply with decision height and/or position at decision height would not have permitted a safe landing. Exceeded Q- criteria.
Sub-Area 32B. **PAR**.	
Q	Approach was IAW published procedures. Smooth and timely response to controller's instructions. Established initial glide path and maintained glide slope with minor deviations. Complied with decision height. Position would have permitted a safe landing. Elevation did not exceed slightly above or slightly below glide path.
Q-	Performed approach with minor deviations. Slow to respond to controller's instructions and make corrections. Complied with decision height. Position would have permitted a safe landing. Elevation did not exceed well above or well below glide path. Exceeded Q criteria.
U	Approach not IAW flight manual, directives, or published procedures. Erratic corrections and glide path control. Did not respond to controller's instructions. Did not comply with decision height and/or position would not have permitted a safe landing. Exceeded Q- criteria.
Area 33. **Non-Precision Approaches**. **Sub-Area 33A**. **LOC/VOR**. **Sub-Area 33B**. **RNAV (GPS)**. **Sub-Area 33C**. **TACAN**. **Sub-Area 33D**. **NDB**. **Sub-Area 33E**. **ASR**.	
Note 1: Use the following description and criteria as general tolerances for airspeed, altitude at minimum descent altitude (MDA), heading, course, timing, and distance with all engines operating. Airspeed tolerances are based on computed approach speed.	
Note 2: If the precision approach is an ILS, then both non-precision approaches may be RNAV (GPS) and/or ASR.	

Q	Approach was IAW published procedures. Used appropriate descent rate to arrive at MDA at or before visual descent point. Position would have permitted a safe landing. Smooth and timely response to controller's instructions (ASR). *Airspeed: +10/-5 KIAS* *MDA: +100/-0 feet* *Course: ±5 degrees at missed approach point (MAP) (NDB, VOR, TACAN), less than one dot deflection (LOC, RNAV (GPS))* *Timing: computed/adjusted timing to determine MAP within 10 seconds (when required)* *Distance: determined MAP within ±0.5 NM*
Q-	Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past visual descent point. Position would have permitted a safe landing. Slow to respond to controller instructions and make corrections (ASR). Exceeded Q criteria but does not exceed airspeed: *Airspeed: +15/-5 KIAS* *MDA: +150/-50 feet* *Course: ±10 degrees at MAP (NDB, VOR, TACAN), within 2 dots (LOC, RNAV (GPS)).* *Timing: computed/adjusted timing to determine MAP within 20 seconds (when required)* *Distance: determined MAP within +1/-0.5 NM*
U	Approach not IAW published procedures. Maintained steady-state flight below the MDA, even though the -50 foot limit was not exceeded. Position would not have permitted a safe landing. Failed to compute or adjust timing to determine MAP (when required). Exceeded Q- criteria.
Area 34. **Circling Approach**.	
Q	Properly identified aircraft category for the approach and remained within the lateral limits for that category. Complied with controller's instructions. Attained runway alignment without excessive bank angles. Did not descend from the MDA until in a position to place the aircraft on a normal glide path or execute a normal landing. *Airspeed: +10/-5 KIAS* *Altitude: +100/-0 feet*
Q-	Deviated from established procedures but was not unsafe. Slow to comply with controller's instructions. Attained runway alignment but occasionally required excessive bank angles or maneuvering. *Airspeed: +15/-5 KIAS* *Altitude: +150/-50 feet*
U	Did not properly identify aircraft category or exceeded the lateral limits of circling airspace. Did not comply with controller's instructions. Excessive maneuvering to attain runway alignment was potentially unsafe. Descended from the MDA before the aircraft was in a position for a normal glide path or landing. Exceeded Q- criteria.
Area 35. **Missed Approach**. (Not Required if Area 23 or 25 is Accomplished)	
Q	Executed missed approach IAW published procedures. Complied with published/controller instructions. Applied smooth control inputs.
Q-	Executed missed approach with minor deviations to published procedures. Slow to comply with published/controller instructions. Slightly over controlled the aircraft.

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

Table 2.4. Instructor.

Area 36. **Instructor Ability**. **(Critical)**	
Q	Demonstrated the ability to communicate effectively with the student. Provided appropriate guidance when necessary. Planned ahead and made timely decisions. Identified and corrected potentially unsafe maneuvers/situations. Assumed control of radios when necessary to maximize student learning.
U	Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct. Did not assume control of radios when necessary, leading to student error.
Area 37. **Instructor Demonstration**. **(Critical)**	
Q	Effectively demonstrated correct procedures, systems operation or flight maneuvers. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.
U	Ineffective or incorrect demonstration of procedures, systems operation, or flight maneuvers. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.
Area 38. **Student Briefing/Critique**. **(Critical)**	
Q	Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Demonstrated the ability during the critique to reconstruct the flight, offer mission analysis, and provide guidance where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre- briefed the student's next mission, if required.
U	Briefings were unsatisfactory or non-existent. Did not review student's past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

Table 2.5. Operational Mission Evaluation (Initial Aircraft Commander).

Note: This Table can also be used when conducting SPOT evaluations that include operational mission legs.	
Area 39. **Aircraft Commander Responsibilities**. **(Critical)**	
Q	Was thoroughly aware of AC responsibilities and performed them adequately to allow for mission accomplishment without major discrepancies.
U	Was unsure of AC responsibilities and would have hindered the accomplishment of the mission if examiner did not intervene.
Area 40. **Fuel Conservation**.	

Q	Possessed a high level of knowledge of all applicable aircraft publications and other governing directives and understood how to apply both to enhance fuel conservation. Successfully applied fuel conservation procedures during the mission.
Q-	Possessed some knowledge of applicable aircraft publications and other governing directives and understood how to apply both to enhance fuel conservation. Successfully applied some fuel conservation procedures, but missed several opportunities to apply fuel conservation procedures during the mission.
U	Unaware of fuel conservation procedures. Failed to apply any fuel conservation procedures during the mission.
Area 41. **Flight Progress**.	
Q	Kept mission on-time to the best of the aircrew's capabilities. Timely notification to required agencies of departure and arrival information and maintenance discrepancies.
Q-	Minor deviations in itinerary caused by insufficient management. Notification to required agencies of departure and arrival information and maintenance discrepancies were sometimes late.
U	Mission was delayed or degraded due to insufficient management by the examinee. Notification to required agencies of departure and arrival information and maintenance discrepancies were not accomplished.
Area 42. **Passenger Contact**.	
Q	Worked closely with the distinguished visitor party to ensure accurate itinerary details and passenger requirements
Q-	Was slow to interact with the distinguished visitor party, which led to minor itinerary problems. Did not adversely affect mission accomplishment.
U	Did not interact with the distinguished visitor party. Led to miscommunications between aircrew and party, which hampered mission accomplishment.
Area 43. **En Route Procedures**. Use Area 28 criteria and those below.	
Q	Accurately planned and performed en route portion of mission to include compliance with ATC and diplomatic requirements. Set reasonable block times and met them within 5 minutes except when conditions were beyond examinee's control (i.e., ATC delays).
Q-	Planning of en route portion of mission was not always appropriate or complete. In flight performance was adequate and no ATC or diplomatic requirements were violated. Set reasonable block times and met them within 10 minutes except when conditions were beyond examinee's control (i.e., ATC delays).
U	En route planning was inadequate. Violated ATC instruction or diplomatic requirements. Set unrealistic block times were not within 10 minutes except when conditions were beyond examinee's control (i.e., ATC delays).
Area 44. **Post Flight/Off Station Crew Rest Procedures**.	
Q	Accomplished required checklists and ensured required aircraft servicing was completed. Managed crew to ensure their location and departure times were always known.
Q-	Slow to complete required checklists or ensure required aircraft servicing was completed. Was sometimes unaware of aircrew member's location during crew rest. Was slow to set an adequate hotel departure time and pass information to the crew.

U	Did not accomplish the required checklists and aircraft was not properly serviced. Unaware of crew members' location during crew rest. Inadequate hotel departure times were set. Communication to crew during crew rest was inadequate.
Area 45. **Aircraft Security**.	
Q	Ensured security requirements were met IAW appropriate directives.
Q-	Was sometimes unaware of security requirements, but ensured they were met when researched.
U	Was unaware of security requirements, which led to examiner intervention to ensure they were met.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

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Abbreviations and Acronyms

AC—Aircraft Commander

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AMC—Air Mobility Command

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATD—Aircrew Training Device

BAC—Basic Aircraft Control

CC—Commander

CRM—Crew Resource Management

DAF—Department of the Air Force

DAFMAN—Department of the Air Force Manual

EFB—Electronic Flight Bag

DME—Distance Measuring Equipment

EPE—Emergency Procedures Evaluation

GPS—Global Positioning System

IAW—In Accordance With

ILS—Instrument Landing System

INIT—Initial

INSTM—Instrument

INSTR—Instructor

KIAS—Knots Indicated Airspeed

LOC—Localizer

MAJCOM—Major Command

MAP—Missed Approach Point

MDA—Minimum Descent Altitude

N1—Engine Fan Speed in RPM

NAVAID—Navigation Aid

NDB—Non-Directional Beacon

NM—Nautical Mile

OG—Operations Group

OME—Operational Mission Evaluation

OPR—Office of Primary Responsibility

PAR—Precision Approach Radar

PF—Pilot Flying

PIC—Pilot in Command

PM—Pilot Monitoring

Q—Qualified—(Flight Evaluation Sub-Area Grade)

Q——Qualified Minus (Flight Evaluation Sub-Area Grade)

Q-1—Flight Evaluation Qualification Level 1

Q-2—Flight Evaluation Qualification Level 2

Q-3—Flight Evaluation Qualification Level 3

QUAL—Qualification

RNAV—Area Navigation

RQ—Requalification

TACAN—Tactical Air Navigation

U—Unsatisfactory—V1—Take-Off Decision Speed

V2—Take-Off Safety Speed

VFR—Visual Flight Rules

VOR—Very High Frequency Omni-directional Radio Beacon

Vr—Takeoff Rotation Speed

VVM—Verbalize, Verify, Monitor

Office Symbols

AF/A3O—Air Force Operations

AF/A3T—Air Force Training and Readiness

AMC/A3V—Air Mobility Command – Standardization and Evaluation

AMC/A3VS—Air Mobility Command – Standardization and Evaluation – Executive Airlift Branch

OG/OGV—Operations Group – Standardization and Evaluation Office

MAJCOM/A3—Major Command Operations Directorate

Stan/Eval—Standardization and Evaluation