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Flying Operations

***E-11 AIRCREW
EVALUATION CRITERIA***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It establishes the minimum Air Force (AF) standards for qualifying and evaluating personnel performing E-11 operations. This manual specifically addresses and applies to evaluations certifying aircrew for operations. This publication applies to military and civilian members of the Regular Air Force. This publication does not apply to the Air Force Reserve, Air National Guard or the United States Space Force. AF Directorate of Operations (AF/A3) is the approval authority for changes to this manual. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (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) listed above 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 chain of command to Air Combat Command (ACC)/Airborne Command and Control, Intelligence, Surveillance, and Reconnaissance (C2ISR) Systems Branch (ACC/A3CA). Major Commands (MAJCOMs), Direct Reporting Units (DRUs) and Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF Director of Training and Force Management (AF/A34), through ACC/Standardization and Evaluation Branch (ACC/A3TV) for approval prior to publication in IAW AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. The issuing office provides copies of approved and published supplements to ACC/A3CA and the user MAJCOM/DRU/FOA OPRs. Send one copy to Air Combat Command/Command and Control Intelligence, Surveillance, and Reconnaissance (C2ISR) Operations Division (ACC/A3C). Field units below

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SUMMARY OF CHANGES

This rewrite revises AFMAN 11-2E-11V2 by adding general evaluation guidance for the Payload Operator evaluations as well as required grading criteria. This document needs to be completely reviewed.

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Chapter 1

GENERAL INFORMATION

1.1. General. This manual provides the flight examiner (FE) and aircrew member being evaluated with procedures and evaluation criteria/tolerances to be used during flight evaluations required by AFMAN 11-202 Volume 2, *Aircrew Standardization and Evaluation Program* and as supplemented. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrew.

1.2. Keywords and Definitions.

1.2.1. “Will” indicates a mandatory requirement.

1.2.2. “Should” is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. “May” indicates an acceptable or suggested means of accomplishment.

1.2.4. “Note” indicates operating procedures, techniques, etc., which are considered essential.

1.3. Roles and Responsibilities.

1.3.1. Flight Examiner (FE).

1.3.1.1. FEs administer evaluations IAW AFMAN 11-202V2 and this manual.

1.3.1.2. FEs are required to be thoroughly familiar with the prescribed evaluation criteria to ensure standard and objective evaluations.

1.3.1.3. FEs may fly in any flight position/seat that provides the FE the best position to observe and conduct the evaluation.

1.3.1.4. FEs apply the grading criteria contained in **Chapter 2**, as applicable for all flight, simulator (SIM)/Aircrew Training Device (ATD), and Emergency Procedure Evaluations (EPE).

1.3.1.5. FEs briefs the examinee on the purpose of the evaluation and the process of administering the evaluation before grading begins.

1.3.1.6. FEs debrief the examinee’s overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training, at a minimum.

1.3.1.7. FEs will not intentionally fail any equipment during flight evaluations but may deny the use of systems not affecting safety of flight.

1.3.1.8. FEs notifies the examinee’s unit commander (CC) or operations officer when less than Q-1 performance is observed.

1.3.1.9. FEs immediately corrects breaches of flight safety or flight discipline. When an examinee jeopardizes safety of flight, the evaluator may assume the duties of that aircrew member. This does not mean the FE must assume the examinee’s position any time unsatisfactory performance is observed.

1.3.1.10. An FE other than the one who administered the original evaluation administers any re-evaluations.

1.3.2. Examinees. Examinee demonstrates the ability to perform required duties safely and effectively, including the operation of appropriate aircraft systems.

1.4. Evaluations.

1.4.1. Evaluations may be administered by a USAF or Federal Aviation Administration (FAA) certified FE in an aircraft or FAA Level D SIM, or Payload Control Element (PCE) referred to as an Aircrew Training Device (ATD) in this manual. **(T-2)**

1.4.2. Evaluations during contingency/combat deployments only should be given as a last resort in order to maintain mission qualification status. (T-2).

1.5. Waivers and Deviations.

1.5.1. ACC/Director of Operations (ACC/A3) is the waiver authority for non-tiered items within this manual, unless explicitly stated in the respective paragraph. The CC/Director will forward a copy of any approved waivers to this manual's OPR for follow-on action, if required. **(T-2)** Request waivers IAW DAFI 90-160, DAFMAN 90-161 and AFMAN 11-202V2.

1.5.2. Deviations. Do not deviate from the policies and guidance in this manual. **Exception:** for reasons of safety when immediate action(s) are required to protect the crew or aircraft from a situation not covered by this manual.

1.6. Grading Instructions. Standards and performance parameters are contained in AFMAN 11-202V2 and this manual. Use the tolerances in **Table 1.1** (unless tolerance/criteria in **Chapter 2** is more restrictive) as a general tolerance for airspeed, altitude, and heading/course in the applicable sub-areas unless otherwise directed.

Table 1.1. General Flight Tolerances.

	Qualified (Q)	Q-
Altitude	+/- 100 feet	+/- 200 feet
Airspeed	+10/-5 Knots Indicated Air Speed (KIAS)	+15/-10 KIAS
Heading / Course	+/- 5 degrees	+/- 10 degrees
<p>Notes:</p> <p>Use USAF tolerances for general altitude, airspeed and heading / course tolerances. However, for commercial DPE/TCE Evaluation tolerances in Commercial Pilot for Airplane Category.”</p> <p>Airman Certification Standards are acceptable; reference FAA-S-ACS-7B.</p> <p>Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for single-engine operations during the EPE or during simulated single-engine operations on the flight evaluation (if accomplished).</p>		

1.6.1. Evaluations are graded using the three-tier area/subarea grades (Q/Q-/U) and the overall qualification level grading system (Q1/Q2/Q3).

1.6.2. The overall evaluation grade will be derived from individual area grades based on a composite for the observed events and tasks. **(T-3)** This grade should be awarded only after all evaluation requirements have been completed and given due consideration.

1.6.3. FEs should exercise sound judgment when applying subjective area grades, for specific situations not covered, and for assigning the overall grade.

1.6.4. Critical Areas. Critical areas require adequate accomplishment by the aircrew member in order to successfully achieve the mission objectives. If an aircrew member receives an unqualified grade in any critical area, the overall grade for the evaluation will also be unqualified. **(T-3)**

1.7. Unsatisfactory Performance.

1.7.1. FEs will not allow substandard performance to jeopardize safety of flight. **(T-2)**

1.7.2. Examinees receiving an overall grade of unqualified (U) will be placed in supervised status until recommended additional training and re-evaluation are completed. **(T-2)**

1.7.3. A Q-3 grade will be assigned for unsatisfactory performance in any critical area or if the FE assumes the examinee's duties. **(T-1)**

1.7.4. Unsatisfactory performance in a non-critical area will result in no higher than a qualification level Q-2. **(T-1)**

1.7.5. A different FE will conduct rechecks. **(T-2)**

1.7.6. ATD may be used to accomplish additional training and re-evaluations. Areas for additional training and re-evaluation should be limited to those areas that can be realistically accomplished in the ATD.

1.8. Qualification and Difference Certification.

1.8.1. Upon completion of an Initial (INIT) Qualification (QUAL) Evaluation, the aircraft type will be documented as "E-11" on the AF Form 8, *Certificate of Aircrew Qualification*. **(T-2)**

1.8.2. Individuals who have completed differences training are not required to take an additional QUAL evaluation in the aircraft. Annotate "E-11 FVD/6000 Certified" in the Comments section of the AF Form 8.

1.8.3. Reduced Vertical Separation Minimums (RVSM) Certification. Individuals will complete unit maintained RVSM Training. **(T-2)** Annotate "E-11 RVSM Certified" in the Comments section of the AF Form 8.

Chapter 2

PILOT EVALUATIONS

2.1. Evaluation Requirements. This manual standardizes the criteria for Instrument (INSTM), QUAL, MSN, Instructor (INSTR), Requalification (RQ), EPE, SPOT, and No-Notice (N/N) evaluations.

2.1.1. Evaluations are administered using the areas, including critical/non-critical areas, listed in [paragraph 2.3](#). INSTR evaluations adhere to guidance in [Chapter 3](#).

2.1.2. Aircrews will successfully complete an INIT evaluation for each category, then recurring evaluations as appropriate. **(T-2)** Evaluations expire on the last day of the 17th month following the month in which the previous periodic evaluation was successfully completed IAW AFMAN 11-202V2. Align dates, if possible, to minimize operational impacts and ensure requisites are met. MSN and INSTR evaluations should be accomplished in the aircraft if possible. **(T-2)**

2.1.2.1. Alternate Method. When it is impossible to evaluate an area in-flight due to equipment malfunctions, operational requirements, scheduling restrictions, or weather, the area may be evaluated by an alternate method (e.g., procedural trainer or verbal examination). Completing evaluations using this paragraph should be utilized on a limited basis and only if no other options are available and every reasonable effort has been made to evaluate all areas in flight. Complete the evaluation on an additional sortie unless there is significant operational impact.

2.1.2.2. When it is impractical or impossible to accomplish a required evaluation area in-flight, an alternate method (i.e., Mission Training Center (MTC), WTT, or verbal examination) may be used in order to complete the evaluation. FEs document the reason and type of alternate method used in the “Additional Comments” portion of the Form 8. **(T-3)**

2.1.3. End-Of-Course (EOC) exams administered by a USAF-approved civilian training course will credit mandatory aircrew open and closed book QUAL evaluation testing requirements. **(T-2)**

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

2.1.5. Grading Criteria. To the maximum extent possible, FEs will utilize grading criteria outlined in this volume to determine individual grading areas. **(T-2)** Exercise good judgment when the wording of areas is subjective and when specific areas are not covered. FE judgment factors into the overall grade. Consider cumulative deviations when determining overall grade.

2.1.6. Tolerance assessments for in-flight parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations are allowable provided the examinee applies prompt corrective action and such deviations do not jeopardize safety. Consider cumulative deviations when determining the overall area/subarea grade.

2.2. Evaluation Categories and Requisites.

2.2.1. QUAL Evaluations.

2.2.1.1. QUAL evaluations may be administered as part of a USAF-approved civilian training program in an ATD. The EOC exams administered during civilian training academics fulfill the ground phase open and closed book QUAL evaluation testing requisites.

2.2.1.2. INIT QUAL and INSTM evaluations are graded IAW current FAA Airline Transport Pilot and Type Rating Certification Standards if administered as part of a USAF approved civilian training program in an ATD.

2.2.1.3. INSTM/QUAL evaluations conducted by FAA examiners in a contractor ATD will result in FAA documentation of the evaluation. An Air Force E-11A FE will then create a Form 8 using this documentation and sign as the FE. The FAA documentation of the evaluation grades will be placed into the individual's Flight Evaluation Folder when the Form 8 is completed. A failure of an FAA evaluation will require an annotated memorandum within the individual's FEF documenting the type rating evaluation failure.

2.2.2. INSTM Evaluations.

2.2.2.1. INSTM evaluations are fulfilled as part of a USAF-approved civilian training program in an ATD using current FAA Airline Transport Pilot and Type Rating Certification Standards.

2.2.2.2. INSTM evaluation requisites include an open book written instrument examination according to AFMAN 11-210, *Instrument Refresher Program (IRP)*. **(T-2)**

2.2.3. MSN Evaluations. MSN evaluations are administered IAW **paragraph 2.1.2**. Individuals who have completed difference training on the variant other than their INIT QUAL may take their MSN evaluation in any E-11 variant.

2.2.4. INSTR Evaluation. To initially qualify as an instructor, pilots will successfully complete an INIT INSTR evaluation. **(T-2)** The INIT INSTR evaluation includes all general grading areas under **paragraph 2.3.1**, instructor grading areas under **Chapter 4**, and selected mission evaluation areas as determined by the evaluator. Evaluate aircrew members designated as instructors on their ability to instruct during an MSN profile. **(T-2)**

2.2.5. EPE Evaluation. EPEs are conducted as part of a USAF approved civilian training program in an ATD by an approved civilian contractor or USAF FE. In the absence of an approved ATD, the EPE may be conducted by a USAF FE via a tabletop method. A tabletop EPE should only be used as a last resort and must be approved by the Operations Group Commander (OG/CC) or O-6 equivalent. Document this in the Additional Comments portion of the AF Form 8 with the area number, area title, reason not accomplished in the normal method, alternate evaluation, method used, and date. **(T-3)**

2.2.6. SPOT Evaluation. SPOT evaluations on E-11 aircrew must be performed by FEs who are qualified in the E-11. **(T-1)**

2.2.7. N/N Evaluation.

2.2.7.1. An FE conducting a N/N evaluation will notify examinee no later than crew show for the scheduled mission. **(T-3)**

2.2.7.2. N/N SPOT evaluations will not be conducted on combat missions unless authorized by the OG/CC or O-6 equivalent. **(T-3)**

2.2.8. Requisites.

2.2.8.1. Requisites for INSTM and QUAL evaluations are IAW with AFMAN 11-202V2:

2.2.8.1.1. The QUAL closed book examination requisite may be fulfilled by USAF-approved civilian training end of course testing.

2.2.8.1.2. The QUAL open book examination requisite may be fulfilled by USAF-approved civilian training end of course testing.

2.2.8.1.3. Boldface/Critical Action Procedures (CAPs). Squadrons will generate reference CAPs based on the Bombardier “immediate action items” found in the Quick Reaction Handbook (QRH)² and E-11A Battlefield Airborne Communications Node (BACN) airplane flight manual (AFM), Supplement checklists. Squadrons will create a test based on the squadron CAPs to fulfill the CAPs requisite. **(T-3)**

2.2.8.1.4. EPE. **(T-3) Note:** Initially fulfilled during USAF-approved civilian training for INIT INSTM/QUAL. All ATD evaluations conducted at the civilian contractor’s testing center satisfy the EPE requirement.

2.2.8.2. MSN and INSTR evaluations require current QUAL/INSTM evaluations. MSN and INSTR evaluations may be completed in conjunction with QUAL/INSTM evaluations.

2.3. Grading Criteria.

2.3.1. **Table 2.1.** outlines the required grading areas for INSTM, QUAL, MSN, and INSTR evaluations. FE objectivity evaluation grading areas will be IAW AFMAN 11-202 Volume 2 ACC SUP, *Aircrew Standardization and Evaluation Program*.

Table 2.1. Evaluation Requirements.

AREA	DESCRIPTION	PILOTS
1	MISSION PLANNING	I/Q/M
3	PRE-TAKEOFF	Q/M
4	TAKEOFF	I/Q/M
6	DEPARTURE	I/Q/M
7	LEVEL OFF	I/Q/M
8	CRUISE/NAVIGATION	I/Q/M
10	IN-FLIGHT CHECKS	Q
11	FUEL MANAGEMENT	Q/M
12	COMMUNICATION/NAVIGATION/IFF (CNI)	I/Q/M
13	CREW COORDINATION	Q/M
18	DESCENT	I/Q/M
19	GO-AROUND	I/Q
20	RECOVERY	I/Q/M
23	VFR PATTERN/APPROACH	M
25	LANDING	I/Q/M
26	AFTER LANDING	Q/M

29	AIRCRAFT GENERAL KNOWLEDGE	I/Q/M
30	AIRMANSHIP/SITUATIONAL AWARENESS (CRITICAL)	I/Q/M
31	SAFETY (CRITICAL)	I/Q/M
32	FLIGHT DISCIPLINE (CRITICAL)	I/Q/M
38	TAKEOFF AND LANDING DATA	Q/M
48	PRE-FLIGHT	Q/M
50	FORMS/REPORTS/LOGS	Q/M
52	EMERGENCY EQUIPMENT/PROCEDURES	Q/M
53	RISK MANAGEMENT/DECISION MAKING	Q/M
59	SYSTEM CAPABILITIES	M
63	INSTRUMENT PATTERNS	I
64	NONPRECISION APPROACH	I
66	PRECISION APPROACH (ILS)	I
67	MISSED APPROACH/CLIMB OUT	I/Q
70	EMERGENCY/ENGINE OUT APPROACH	Q
73	ENGINE OUT LANDING	Q
74	ENGINE OUT GO-AROUND	Q
75	TOUCH-AND-GO	INSTR
83	TACTICAL/MISSION EXECUTION	M
85	RADIO USE/TACTICAL COMMUNICATION	M
295	ORBIT PROCEDURES	M
302	CHECKLIST USAGE	Q/M
363	ENGINE START MALFUNCTION	Q
411	EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)	Q
511	EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (TAKEOFF)	Q
611	EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (IN-FLIGHT)	Q
738	AUTOMATION MANAGEMENT	I/Q/M
KEY: I - Required for all INSTM evaluations (T-2) Q - Required for all QUAL evaluations (T-2) M - Required for all MSN evaluations (T-2) INSTR - Required for all INSTR evaluations (T-2)		

2.3.2. Area 1 -- MISSION PLANNING

2.3.2.1. Mission Preparation:

2.3.2.1.1. Q. Examinee checked all factors applicable to flight such as weather, Notices to Airman (NOTAMs), alternate airfields, airfield suitability, fuel requirements, charts, etc. Examinee displayed a high level of knowledge of performance capabilities and operating data. Examinee evaluated the performance data intended for use during takeoff/landing after final adjustments and corrections have been made. Did not exceed Q tolerances (see [Table 2.2.](#)).

2.3.2.1.2. Q-. Examinee made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Examinee exhibited marginal knowledge of performance capabilities and/or operating data. Examinee's performance calculations exceeded Q tolerances but did not exceed Q- tolerances (see [Table 2.2.](#)).

2.3.2.1.3. U. Examinee made major errors or omissions, which would have prevented a safe or effective mission. Examinee demonstrated unsatisfactory knowledge of the performance capabilities and/or operating data. Examinee's performance calculations exceeded Q- tolerances (see [Table 2.2.](#)).

Table 2.2. Performance Tolerances.

	Q	Q-
Takeoff Speeds (V1, Vr, V2, flap retract, slat retract):	+/-3 KIAS	+/-5 KIAS
Calculated Takeoff Weight:	+/-500 pounds and suitable for takeoff/landing	+/-1,000 pounds and suitable for takeoff/landing
Notes: Use USAF tolerances since general altitude, airspeed and heading / course tolerances are not adequately addressed in the FAA Airline Transport Pilot and/or Type Rating Certification Standards.		

2.3.2.2. Publications:

2.3.2.2.1. Q. Publications were current and usable for any of the unit's combat tasking. Contained no deviations, omissions, and/or errors.

2.3.2.2.2. Q-. Publications contained deviations, omissions, and/or errors; however, contained everything necessary to effectively accomplish the mission and did not compromise safety of flight.

2.3.2.2.3. U. Not up to "Q-" standards. Contained major deviations, omissions, and/or errors.

2.3.3. Area 3 -- PRE-TAKEOFF.

2.3.3.1. Q. Called for, adhered to, and executed in timely manner the flight compartment safety, flight compartment originating, engine start, and taxi checklists IAW the aircraft flight manual and local directives. Accurately determined readiness of aircraft for flight. Conducted taxi operations IAW the aircraft flight manual and local directives, making appropriate changes for weather, airfield condition, and aircraft malfunctions as necessary. Effectively coordinated and communicated with all appropriate internal and external agencies as necessary when encountering flight profile changes, timeline deviations, or system malfunctions.

2.3.3.2. Q-. Minor deviations in Q standards that did not detract from mission effectiveness.

2.3.3.3. U. Made errors exceeding minor deviations or errors that could have directly contributed to operating the aircraft in an unsafe manner. Failed to accurately determine aircraft readiness for flight. Failed to communicate or coordinate effectively while encountering flight profile changes, timeline deviations, or system malfunctions.

2.3.4. Area 4 -- TAKEOFF

2.3.4.1. Q. Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW flight manual and as published/directed.

2.3.4.2. Q-. Executed minor deviations from published procedures without affecting safety of flight. Control was rough and/or erratic. Hesitant in application of procedures and/or corrections.

2.3.4.3. U. Takeoff was potentially dangerous. Attempted to exceed aircraft and/or systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures.

2.3.5. Area 6 -- DEPARTURE

2.3.5.1. Q. Complied with all restrictions or controlling agency instructions. Made all required reports. Applied course/heading corrections promptly. Demonstrated smooth, positive control throughout the departure. Ensured the aircraft was capable of meeting the required climb gradient.

2.3.5.2. 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. Slow to determine if the aircraft was capable of meeting the required climb gradient.

2.3.5.3. U. Failed to comply with published and/or directed departure or controlling agency instructions. Accepted an inaccurate clearance. Aircraft control was erratic. Attempted to depart when the aircraft was unable to make the required climb gradient.

2.3.6. Area 7 -- LEVEL OFF

2.3.6.1. Q. Complied with all restrictions or controlling agency instructions. Made all required reports. Applied altitude corrections promptly. Demonstrated smooth, positive control throughout the level off.

2.3.6.2. Q-. Minor deviations in altitude occurred during level off. Slow to comply with controlling agency instructions or unsure of reporting requirements. Slow to determine altitude corrections necessary and slow to apply altitude corrections. Aircraft control was not consistently smooth and positive.

2.3.6.3. U. Failed to comply with published and/or directed controlling agency instructions. Accepted an inaccurate clearance. Aircraft control was erratic.

2.3.7. Area 8 -- CRUISE/NAVIGATION

2.3.7.1. Q. Satisfactory capability 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. Navigational Aids (NAVAIDs) were properly tuned, identified, and monitored.

2.3.7.2. Q-. Made minor errors in procedures and/or 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. Some deviations in tuning, identifying, and monitoring NAVAIDs.

2.3.7.3. U. Made major errors in procedures and/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 Q- criteria. NAVAIDs were not tuned, identified, and/or monitored.

2.3.8. Area 10 -- IN-FLIGHT CHECKS

2.3.8.1. Q. Accomplished in-flight checks as required by the flight manual and governing directives.

2.3.8.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

2.3.8.3. U. Not up to "Q-" standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.9. Area 11 -- FUEL MANAGEMENT

2.3.9.1. Q. Satisfactory capability to manage fuel state using all available means. Used appropriate procedures and decision making to manage fuel state towards successful mission accomplishment. Successfully managed fuel state and fuel planning when changes to mission required deviations.

2.3.9.2. Q-. Made minor errors in managing fuel state and/or use of fuel management tools. Slow to work appropriate procedures and make decisions to manage fuel state. Had some difficulty managing fuel state when changes to mission required deviations.

2.3.9.3. U. Not up to "Q-" standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.10. Area 12 -- Communication/Navigation/ Identification, Friend or Foe (IFF) (CNI)

2.3.10.1. Q. Effectively monitored, understood, and executed proper internal/external communications. Communications were standard, clear, concise, and brief. Examinee effectively configured and operated Identification, Friend or Foe (IFF)/transponder communication equipment.

2.3.10.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Made lengthy transmissions and/or used non-standard communications. Made errors in configuring and/or operating IFF/transponder communication equipment.

2.3.10.3. U. Not up to "Q-" standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.11. Area 13 -- Crew Coordination

2.3.11.1. Q. Effectively coordinated with other crewmembers and external agencies towards mission accomplishment. Effectively coordinated alternative mission activity in response to in-flight contingencies or mission changes.

2.3.11.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Crew coordination was the minimum acceptable.

2.3.11.3. U. Failed to coordinate. Coordinated and/or reported with errors, omissions, misunderstandings, confusion, or delays that could jeopardize mission accomplishment. Crew coordination was practiced such that mission accomplishment or safety of flight was jeopardized.

2.3.12. Area 18 -- Descent

2.3.12.1. Q. Performed descent as directed. Complied with all flight manual, controlled-issued, or Standard Arrival Routes (STAR) restrictions in a proficient manner. Accomplished all required checks.

2.3.12.2. Q-. Performed descent as directed with minor deviations that did not compromise safety. Slow to accomplish required checks.

2.3.12.3. U. Performed descent with major deviations. Did not accomplish required checks. Erratic corrections during descent. Attempted to exceed flight manual limitations.

2.3.13. Area 19 -- GO-Around

2.3.13.1. Q. Executed go-around IAW assigned procedures. Maintained desired speed and climb rate IAW procedures. Complied with controller's instructions. Applied smooth control inputs.

2.3.13.2. Q-. Executed go-around with minor deviations to published procedures. Minor errors in maintaining desired speed and climb performance IAW procedures. Slow to comply with controller's instructions or follow published procedure. Slightly over controlled the aircraft. Exceeded Q tolerances.

2.3.13.3. U. Did not execute go-around IAW flight manual or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures may have led to an unsafe condition. Exceeded Q- tolerances.

2.3.14. Area 20 -- Recovery

2.3.14.1. Q. Accomplished procedures and checklist as required by the flight manual and governing directives while recovering from a mission location to the intended point of landing. Complied with all restrictions or controlling agency instructions and made all required reports. Utilized appropriate Flight Information Publication (FLIP) publications and aircraft equipment/systems to affect a controlled recovery. Smooth and positive aircraft control at all times.

2.3.14.2. Q-. Minor deviations in procedures and checklists required by the flight manual and governing directives. Slow to comply with restrictions or controlling agency instructions and made minor errors in required reports. Minor errors in utilizing appropriate FLIP publications and aircraft equipment/systems to affect a controlled recovery. Slight deviations in smooth and positive aircraft control.

2.3.14.3. U. Not up to "Q-" standards/exceeded "Q-" tolerance. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.15. Area 23 -- VFR Pattern/Approach

2.3.15.1. Q. Performed traffic pattern, turn to final, and final approach IAW published procedures. Aircraft control was smooth and positive. Constantly cleared area of intended flight.

2.3.15.2. Q-. Performed traffic pattern, turn to final, and final approach with minor deviations to procedures as published and/or directed. Aircraft control was safe, but was not executed in a consistent, smooth, and positive manner. Over/under shot final approach but was able to intercept normal glide path. Adequately cleared area of intended flight.

2.3.15.3. U. Did not perform traffic pattern and/or turn to final, and/or final approach IAW published procedures. Displayed erratic aircraft control. Did not clear area of intended flight.

2.3.16. Area 25 -- Landing

2.3.16.1. Q. Performed landings as published/directed IAW flight manual. Braking action and reverse thrust actuation was appropriate and smooth. Did not exceed Q tolerances (see [Table 2.3.](#)).

2.3.16.2. Q-. Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab. Braking action and reverse thrust actuation was unnecessarily delayed and/or not smooth. Exceeded Q tolerances (see [Table 2.3.](#)).

2.3.16.3. U. Landing not performed as published/directed. Braking or reverse thrust excessively delayed and/or actuated prior to touchdown. Examinee caused a hazardous situation by creating foreign object debris. Exceeded Q- tolerances (see [Table 2.3.](#)).

Table 2.3. Landing Tolerances.

	Q	Q-
Airspeed:	+10/-5 KIAS with proper wind corrections	+15/-5 KIAS with proper wind corrections
Touchdown zone:	-500 feet, +1,500 feet of briefed touchdown point	-1,000 feet, +3,000 feet of briefed touchdown point
Centerline:	Within 20 feet of centerline	Within 30 feet of centerline

2.3.17. Area 26 -- After Landing

2.3.17.1. Q. Completed all postflight checks and procedures IAW applicable tech orders, checklist, and instructions. Completed appropriate forms and paperwork as applicable.

2.3.17.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

2.3.17.3. U. Not up to "Q-" standards. Errors or omissions could have jeopardized future mission accomplishment or flight safety and/or damaged aircraft equipment.

2.3.18. Area 29 -- Aircraft General Knowledge

2.3.18.1. Q. Examinee possessed a high level of knowledge of all aircraft regulations and procedures and understood how to apply both to accomplish the mission.

2.3.18.2. Q-. Examinee was unsure of some directives but could locate information in appropriate publications.

2.3.18.3. U. Examinee was unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner.

2.3.19. Area 30 -- Airmanship/Situational Awareness (CRITICAL)

2.3.19.1. Q. Examinee executed the assigned mission in a timely, efficient manner. Examinee demonstrated strict professional flight and crew discipline throughout all phases of flight. Examinee conducted the flight with a sense of understanding and comprehension.

2.3.19.2. U. Examinee made and/or omitted decisions, resulting in the failure to accomplish the assigned mission. Examinee failed to adhere to strict flight and/or crew discipline.

2.3.20. Area 31 -- safety (CRITICAL)

2.3.20.1. Q. Examinee was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.

2.3.20.2. U. Examinee was not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. Examinee attempted to operate the aircraft in a dangerous manner.

2.3.21. Area 32 -- Flight Discipline (CRITICAL)

2.3.21.1. Q. Examinee demonstrated strict professional flight and aircrew discipline throughout all phases of the mission.

2.3.21.2. U. Examinee failed to exhibit strict flight or aircrew discipline. Examinee violated or ignored rules or instructions.

2.3.22. Area 38 -- Takeoff and Landing Data

2.3.22.1. Q. Computed/checked required takeoff and landing data within tolerances listed in **Table 2.2**. Skilled in takeoff and landing performance data.

2.3.22.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Data computed within tolerances listed in **Table 2.2**.

2.3.22.3. U. Not up to "Q-" standards/exceeded "Q-" tolerance. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.23. Area 48 -- Pre-Flight

2.3.23.1. Q. Completed all required flight paperwork and Flight Crew Information File (FCIF) reading/signoff IAW local procedures before stepping to the aircraft. Conducted all internal and external aircraft pre-flight checks and procedures IAW flight manual and local instructions in a timely manner, prior to completing safety and originating checklist.

2.3.23.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

2.3.23.3. U. Not up to “Q-” standards. Errors, omissions, or delays could have jeopardized mission accomplishment or flight safety.

2.3.24. Area 50 -- Forms/Reports/Logs

2.3.24.1. Q. All required forms and/or flight plans were complete, accurate, readable, and accomplished on time. Related an accurate debrief of significant events to applicable agencies.

2.3.24.2. Q-. Examinee made and/or failed to identify minor errors on aircraft forms and/or flight plans that did not affect conduct of the mission. Incorrectly and/or incompletely reported some information due to minor errors, omissions, and/or deviations.

2.3.24.3. U. Examinee did not accomplish required forms and/or flight plans. Omitted or incorrectly reported significant information due to major errors, omissions, and/or deviations.

2.3.25. Area 52 -- Emergency Equipment/Procedures

2.3.25.1. Q. Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective action for each type of malfunction. Effectively used available aircrew aids and checklists.

2.3.25.2. Q-. Operated within prescribed limits, but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

2.3.25.3. U. Did not operate within prescribed limits. Unable or failed to analyze problem or take proper corrective action. Did not use checklists or available aids effectively.

2.3.26. Area 53 -- Risk Management/Decision Making

2.3.26.1. Q. Appropriately identified and assessed all risk factors associated with safe aircraft operation and mission accomplishment. Made appropriate decisions to mitigate/minimize risk in order to ensure mission accomplishment.

2.3.26.2. Q-. Slight errors in identifying and assessing all risk factors associated with the safe aircraft operation and mission accomplishment. Slow to make decisions to mitigate/minimize risk affecting flight operations and mission accomplishment.

2.3.26.3. U. Not up to “Q-” standards. Made errors or omissions in identifying risk factors or mitigating/minimizing risk that could have jeopardized mission accomplishment or flight safety.

2.3.27. Area 59 -- System Capabilities

2.3.27.1. Q. Satisfactorily understood proper management and operation of mission systems and equipment. Correctly identified and located system components, explained and interpreted their functions, capabilities, and limitations.

2.3.27.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge of mission management or mission system operations. Minor errors in identifying and locating system components, explaining and interpreting their functions, capabilities, and limitations.

2.3.27.3. U. Not up to “Q-” standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.28. Area 63 -- Instrument Patterns

2.3.28.1. Q. Performed instrument pattern IAW published procedures and controlling agency instructions. Aircraft control was consistent, smooth, and positive.

2.3.28.2. Q-. Performed instrument pattern with minor deviations in published procedures and controlling agency instructions. Aircraft control was safe, but was not executed in a consistent, smooth, and positive manner.

2.3.28.3. U. Not up to “Q-” standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.29. Area 64 – Non-precision Approach

2.3.29.1. Q. Approach was IAW published procedures. When reached, within +50/-0 feet to the missed approach point (or Derived Decision Altitude, when briefed). Position did or would have permitted a safe landing. Smooth and timely response to the controller’s instructions during the approach. Did not exceed Q tolerances (see [Table 2.4.](#)).

2.3.29.2. Q-. Performed approach with minor deviations. When reached, within - 0/+100 feet to the missed approach point (or Derived Decision Altitude, when briefed). Position did or would have permitted a safe landing. Slow to respond to controller’s instructions and make corrections. Exceeded Q tolerances (see [Table 2.4.](#)).

2.3.29.3. U. Approach not IAW flight manual, directives, or published procedures. Erratic flight corrections during approach. Maintained steady-state flight below the MDA. Attempted to execute Global Positioning System (GPS) approach without proper checks of the GPS signal. Did not comply with decision altitude (DA) and/or position at DA/MDA and would not have permitted a safe landing. Exceeded Q- tolerances (see [Table 2.4.](#)).

Table 2.4. General Non-Precision Instrument Tolerances (Final Segment).

	Q	Q-
Airspeed	+5/-5 KIAS	+10/-5 KIAS
MDA	When reached, within +50/-0 feet to the missed approach point	When reached, within - 0/+100 feet to the missed approach point
Course	Not more than quarter-scale deflection of the Course Deviation Indicator (CDI) or $\pm 5^\circ$ in the case of the Radio Magnetic Indicator (RMI) or bearing pointer	Not more than half-scale deflection of the CDI or $\pm 10^\circ$ in the case of the RMI or bearing pointer
Notes:		
1. Use the above description and criteria as general tolerances for airspeed, altitude at MDA, heading, course, timing, and distance with all engines operating.		
2. Airspeed, Glide Slope, and Azimuth tolerances are based upon current FAA Airline Transport Pilot and Type Rating Certification Standards.		

2.3.30. Area 66 -- Precision Approach Instrument Landing System (ILS)

2.3.30.1. Q. Approach was IAW published procedures. Smooth and timely corrections to azimuth and glide slope. Complied with DH/altitude. Position did or would have permitted a safe landing. Maintained glide path with only minor deviations. Did not exceed Q tolerances (see [Table 2.4.](#)).

2.3.30.2. Q-. Performed approach with minor deviations. Slow to make corrections. Complied with Decision Height (DH)/altitude. Position did or would have permitted a safe landing. Maintained glide path with some deviations. Exceeded Q tolerances (see [Table 2.5.](#)).

2.3.30.3. U. Approach was not IAW flight manual, directives, or published procedures. Erratic corrections. Did not comply with DH and/or position at DH and would not have permitted a safe landing. Exceeded Q- tolerances (see [Table 2.5.](#))

Table 2.5. General Precision Instrument Tolerances (Final Segment).

	Q	Q-
Airspeed	+5/-5 KIAS	+10/-5 KIAS
Altitude	Initiated missed approach at DH +50/-0 feet	Initiated missed approach at DH +100/-0 feet
Heading	Within 5 degrees of controller's instructions (PAR)	Within 10 degrees of controller's instructions (PAR)
Glide Slope	Within ½ dot (ILS)	Within one dot (ILS)
Azimuth	Within ½ dot (ILS)	Within one dot (ILS)
Notes:		
1. Use the above description and criteria as general tolerances for airspeed, altitude at DH, heading, course, timing, and distance with all engines operating.		

2.3.31. Area 67 -- Missed Approach/Climb Out

2.3.31.1. For missed approach flight maneuver tolerances, use [Table 1.1.](#)

2.3.31.2. Q. Executed missed approach IAW assigned procedures. Complied with controller's instructions. Applied smooth control inputs.

2.3.31.3. Q-. Executed missed approach with minor deviations to published procedures. Slow to comply with controller's instructions or follow published procedure. Slightly over controlled the aircraft. Exceeded Q tolerances.

2.3.31.4. U. Did not execute missed approach IAW flight manual or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures may have led to an unsafe condition. Exceeded Q- tolerances.

2.3.32. Area 70 -- Emergency/Engine Out Approach

2.3.32.1. Q. Performed pre-landing checks, traffic pattern, and approach IAW procedures outlined in the flight manual and other directives. Aircraft control was positive and smooth (see [Table 2.6.](#)).

2.3.32.2. Q-. Minor procedural errors during pre-landing checks, traffic pattern, approach which did not affect safety. Landed in slight crab (see [table 2.6.](#)).

2.3.32.3. U. Not up to “Q-” standards/exceeded “Q-” tolerance. Errors or omissions could have jeopardized mission accomplishment or flight safety.

Table 2.6. General Emergency Engine Out Tolerances.

	Q	Q-
Pattern Altitude	+/- 150 ft	+/- 250 ft
Airspeed on Final	+15/-5 KIAS	+20/-5 KIAS
Airspeed in Pattern	Did not exceed flap placard	-5 KIAS, did not exceed flap placard

2.3.33. Area 73 -- Engine Out Landing

2.3.33.1. Q. Accomplished procedures and checklist as required by the flight manual and governing directives. Touchdown was within designated touchdown zone, with minor deviation from centerline.

2.3.33.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Touchdown was within designated touchdown zone, off centerline.

2.3.33.3. U. Not up to “Q-” standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.34. Area 74 -- Engine Out Go-Around

2.3.34.1. Q. Accomplished procedures and checklist as required by the flight manual and governing directives. Rudder inputs well-coordinated with power inputs. Acquired and maintained a positive climb and straight ground track.

2.3.34.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Slow or hesitant to initiate go around. Straight ground track was not maintained. Rudder inputs not well coordinated with power inputs.

2.3.34.3. U. Not up to “Q-” standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.35. Area 75 -- Touch-and-Go

2.3.35.1. Q. Accomplished procedures and checklists as required by the flight manual and governing directives. Made all appropriate call-outs and positively controlled the procedure.

2.3.35.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Slow or hesitant to make all appropriate call-outs and positively control the procedure.

2.3.35.3. U. Not up to “Q-” standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.36. Area 83 -- Tactical/Mission Execution

2.3.36.1. Q. Accomplished all procedures and coordination necessary for successful mission execution. Exhibited complete knowledge of all facets of mission execution.

2.3.36.2. Q-. Occasional deviation from procedures and coordination necessary for successful mission execution. Limited knowledge of some facets of mission execution.

2.3.36.3. U. Not up to "Q-" standards. Errors, omissions, or lack of knowledge could have jeopardized mission accomplishment or flight safety.

2.3.37. Area 85 -- Radio Use/Tactical Communication

2.3.37.1. Q. Examinee exhibited complete knowledge of, and compliance with the correct communications procedures. Examinee makes radio, data, and interphone transmissions concise with proper terminology. Examinee complied with and acknowledged all required instructions including successful operation of the aircraft radios and transponder systems.

2.3.37.2. Q-. Examinee occasionally deviated from procedures that required re-transmissions or resetting codes. Examinee was slow in initiating or missed several required radio calls, data transmissions. Examinee's transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Examinee exhibited difficulty in configuring the aircraft radios and transponder systems without mission impact.

2.3.37.3. U. Examinee's incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Examinee made unnecessary calls (radio and/or intercom) and/or failed to execute required data transmissions that led to mission confusion and/or jeopardized mission accomplishment. Examinee was unable to configure the aircraft radios and transponder systems, which resulted in a direct impact on mission success and/or safe operation of the aircraft.

2.3.38. Area 295 -- Orbit Procedures

2.3.38.1. Q. Successfully accomplished all procedures and coordinated with appropriate agencies to enter a mission orbit. Successfully manipulated aircraft avionics to maintain mission orbit, change orbits, or adjust aircraft orbit parameters as necessary.

2.3.38.2. Q-. Minor deviations in orbit procedures and minor errors in coordination. Slight difficulty in manipulation of aircraft avionics to maintain mission orbit, changing orbits, or adjusting aircraft orbit parameters.

2.3.38.3. U. Not up to "Q-" standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

2.3.39. Area 302 -- Checklist Usage

2.3.39.1. Q. Examinee consistently used and called for the correct checklist and gave the correct response at the appropriate time throughout the mission IAW the aircraft flight manuals.

2.3.39.2. Q-. Examinee's checklist responses were untimely and/or crewmember required continual prompting for correct response.

2.3.39.3. U. Examinee used or called for incorrect checklist or consistently omitted checklist items. Examinee was unable to identify the correct checklist to use for a given situation. Examinee did not complete checklist prior to event.

2.3.40. Area 363 -- Engine Start Malfunction

2.3.40.1. Q. Recognized actual/simulated malfunctions. Applied proper corrective actions. Effectively used flight manual procedures. Ensured accountability. Effectively performed primary emergency duties or was thoroughly familiar with emergency duties. Effectively coordinated emergency actions with other crewmembers without delay or confusion. When required, demonstrated thorough knowledge of mission impact due to equipment failure/loss.

2.3.40.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge, minor deviations or omissions in describing/accomplishing the required steps of the emergency procedure.

2.3.40.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety and/or damaged aircraft equipment.

2.3.41. Area 411 -- Emergency Procedures/Aircraft Malfunctions (PRE-TAKEOFF)

2.3.41.1. Q. Recognized actual/simulated malfunctions. Applied proper corrective actions. Effectively used flight manual procedures. Ensured accountability. Effectively performed primary emergency duties or was thoroughly familiar with emergency duties. Effectively coordinated emergency actions with other crewmembers without delay or confusion. When required, demonstrated thorough knowledge of mission impact due to equipment failure/loss.

2.3.41.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge, minor deviations or omissions in describing/accomplishing the required steps of the emergency procedure.

2.3.41.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety and/or damaged aircraft equipment.

2.3.42. Area 511 -- Emergency Procedures/Aircraft Malfunctions (TAKEOFF)

2.3.42.1. Q. Recognized actual/simulated malfunctions. Applied proper corrective actions. Effectively used flight manual procedures. Ensured accountability. Effectively performed primary emergency duties or was thoroughly familiar with emergency duties. Effectively coordinated emergency actions with other crewmembers without delay or confusion. When required, demonstrated thorough knowledge of mission impact due to equipment failure/loss.

2.3.42.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge, minor deviations or omissions in describing/accomplishing the required steps of the emergency procedure.

2.3.42.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety and/or damaged aircraft equipment.

2.3.43. Area 611 -- Emergency Procedures/Aircraft Malfunctions (IN-FLIGHT)

2.3.43.1. Q. Recognized actual/simulated malfunctions. Applied proper corrective actions. Effectively used checklist/flight manual. Ensured accountability. Effectively performed primary emergency duties or was thoroughly familiar with emergency duties. Effectively coordinated emergency actions with other crewmembers without delay or confusion. When required, demonstrated thorough knowledge of mission impact due to equipment failure/loss.

2.3.43.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge, minor deviations or omissions in describing/accomplishing the required steps of the emergency procedure.

2.3.43.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety and/or damaged aircraft equipment.

2.3.44. Area 738 -- Automation Management

2.3.44.1. Q. Established/followed guidelines for the operation of automated systems; and maintained awareness of when systems should be disabled. Used automation IAW flight manuals. Periodically reviewed and verified the status of aircraft automated systems. Allowed sufficient time for programming the Flight Management System (FMS). Used automated systems at appropriate levels to reduce workload, but reduced or disengaged level of automation when programming demands could have reduced situational awareness or created work overloads.

2.3.44.2. Q-. Minor errors in the operation of automated systems; unclear as to when systems should be disabled. Occasionally failed to use automation IAW flight manuals. Slow to review and verify the status of aircraft automated systems. Did not always allow sufficient time for programming the FMS. Inconsistently used automated systems at appropriate levels.

2.3.44.3. U. Did not establish and/or follow guidelines for the operation of automated systems; unaware of when systems should be disabled. Failed to use automation IAW flight manuals. Did not periodically review and verify the status of aircraft automated systems. Failed to allow sufficient time for programming the FMS. Did not use automated systems at appropriate levels, to decrease workload. Did not reduce or disengage level of automation when programming demands reduced situational awareness or created work overloads.

Chapter 3

PAYLOAD OPERATOR EVALUATION

3.1. Evaluation Requirements. This manual standardizes QUAL, MSN, INSTR, RQ, EPE, SPOT, and N/N evaluations for the Payload Operator.

3.1.1. Aircrews will successfully complete an INIT evaluation for each category, then recurring evaluations as appropriate. (T-2) Evaluations expire on the last day of the 17th month following the month in which the previous periodic evaluation was successfully completed IAW AFMAN 11-202V2. Align dates, if possible, to minimize operational impacts and ensure requisites are met. QUAL/MSN and INSTR evaluations will be accomplished in the Payload Control Element or simulator during training sortie.

3.1.2. Alternate Method. When it is impossible to evaluate an area due to equipment malfunctions, operational requirements, scheduling restrictions, the area may be evaluated by an alternate method (i.e., verbal examination). Completing evaluations using this paragraph should be utilized on a limited basis and only if no other options are available and every reasonable effort has been made to evaluate all areas during mission execution. Complete the evaluation on an additional sortie unless there is significant operational impact. Approval to utilize the payload ATD, verbal examination, or table top of an evaluation must be approved by the E-11 MOB CC. Document this in the Additional Comments portion of the AF Form 8 with the area number, area title, reason not accomplished in the normal method, alternate evaluation, method used, and date. **(T-3)**

3.1.3. An evaluation will not be changed to a training mission to avoid documenting substandard performance, nor will a training mission be changed to an evaluation. **(T-3)**

3.1.4. Grading Criteria. To the maximum extent possible, FEs will utilize grading criteria outlined in this volume to determine individual grading areas. **(T-3)** Exercise judgment when the wording of areas is subjective and when specific areas are not covered. FE judgment factors into the overall grade. Consider cumulative deviations when determining overall grade.

3.2. Evaluation Categories and Requisites.

3.2.1. QUAL/MSN evaluations should be administered in the Payload Control Element (PCE).

3.2.2. EPE. EPEs will be conducted for all flight evaluations. The EPE will address emergency considerations associated with areas 13, 51, 52, 302, 308 and 736. EPEs are conducted by a USAF FE. The EPE may also be conducted via a tabletop method. A tabletop EPE should only be used as a last resort and must be approved by the E-11 MOB CC. Document this in the Additional Comments portion of the AF Form 8 with the area number, area title, reason not accomplished in the normal method, alternate evaluation, method used, and date. **(T-3)**

3.2.3. SPOT Evaluation. SPOT evaluations on E-11 aircrew must be performed by FEs who are qualified in the E-11. **(T-1) Note:** SPOT evaluations will not be conducted on combat missions, except when authorized by the Operations Group Commander (OG/CC) or A-Staff equivalent. **(T-3)**

3.2.4. N/N Evaluation. Aircrew may be evaluated on any mission and will be notified no later than crew show for the scheduled mission. **(T-3)**

3.2.5. Requisites.

3.2.5.1. The QUAL closed book examination requisite will be administered by SQ/CCV or approved proctors.

3.2.5.2. The QUAL open book examination requisite will be administered by SQ/CCV or approved proctors.

3.2.5.3. EPE. **(T-3) Note:** Initially fulfilled during an INIT QUAL/MSN and will be conducted for each flight evaluation.

3.3. Grading Criteria. Table 3.1. Outlines the required grading areas for QUAL, MSN, and INSTR evaluations. FE objectivity evaluation grading areas will be IAW AFMAN 11-202V2 ACC SUP.

Table 3.1. Evaluation Requirements.

AREA	DESCRIPTION	PAYLOAD
1	MISSION PLANNING	Q/M
2	BRIEFING	Q/M
8	OUTBOUND/ENROUTE	Q/M
13	CREW COORDINATION	Q/M
30	AIRMANSHIP/SITUATIONAL AWARENESS (CRITICAL)	INSTR/Q/M
31	SAFETY (CRITICAL)	INSTR/Q/M
32	FLIGHT DISCIPLINE (CRITICAL)	INSTR/Q/M
42	LINK PROCEDURES	Q/M
48	PRE-FLIGHT	Q/M
51	PERSONAL/PROFESSIONAL/FLIGHT EQUIPMENT	Q/M
52	EMERGENCY EQUIPMENT/PROCEDURES	Q/M
53	RISK MANAGEMENT/DECISION MAKING	Q/M
59	SYSTEM CAPABILITIES	Q/M
83	TACTICAL/MISSION EXECUTION	M
85	RADIO USE/TACTICAL COMMUNICATION	M
227	POST FLIGHT/MX DEBRIEF	Q/M
295	ORBIT PROCEDURES	Q/M
302	CHECKLIST USAGE	Q/M
308	GROUND STATION EMERGENCIES	Q/M

736	EQUIPMENT TROUBLESHOOTING	Q/M
744	COMSEC/OPSEC	Q/M
755	EQUIPMENT OPERATION	Q/M
KEY: Q - Required for all QUAL evaluations (T-2) M - Required for all MSN evaluations (T-2) INSTR - Required for all INSTR evaluations (T-2)		

3.3.1. Area 1 -- Mission Planning

3.3.1.1. Q. Examinee clearly defined the mission overview and mission goals. Examinee ensured live or simulated activity is correct and adequately coordinated, de-conflicted and briefed. When required, examinee correctly interpreted information and extracted necessary information from available and applicable sources (air tasking order/frag). Examinee planned for alternate missions as required. For show and go profiles, the examinee is not required to mission plan but will thoroughly review and understand all pertinent mission documents. Examinee is also responsible for the accuracy of the mission planning documents. IQT and upgrade students will mission plan their own sorties.

3.3.1.2. Q-. Examinee made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Examinee exhibited marginal knowledge of performance capabilities and/or operating data.

3.3.1.3. U. Mission planning procedures and products were incomplete or incorrect. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.2. Area 2 -- Briefing

3.3.2.1. Q. Effectively organized and professionally presented briefings and debriefings IAW the squadron standards. Covered all applicable items IAW all governing directives. When required, examinee participated in or conducted initial, coordination, specialized, step summary, execution and crew brief/debriefs. Examinee prepared for brief at the designated briefing time.

3.3.2.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.2.3. U. Information was incorrect, misleading or missing and could have jeopardized mission accomplishment or flight safety.

3.3.3. Area 8 -- Outbound/Enroute

3.3.3.1. Q. Examinee coordinated, directed, supervised, or conducted activities required to checkout mission systems enroute to and leaving assigned station. The examinee reported system issues, monitored and coordinated internal and external communications, tracked aircraft and mission system status, and prepared communications equipment for use.

3.3.3.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.3.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.4. Area 13 -- Crew Coordination

3.3.4.1. Q. Examinee effectively coordinated with other crewmembers and external agencies. Examinee effectively coordinated alternative mission activity in response to in-flight contingencies. Examinee effectively utilized Crew Resource Management (CRM).

3.3.4.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Crew coordination was the minimum acceptable.

3.3.4.3. U. Examinee failed to coordinate. Examinee coordinated and/or reported with errors, omissions, misunderstandings, confusion, or delays that could jeopardize mission accomplishment. CRM was practiced such that mission accomplishment or safety of flight was jeopardized.

3.3.5. Area 30 -- Airmanship/Situational Awareness (CRITICAL)

3.3.5.1. Q. Examinee executed the assigned mission in a timely, efficient manner. Conducted the mission with a sense of understanding and comprehension. Examinee made appropriate decisions based on available information.

3.3.5.2. U. Examinee made and/or omitted decisions, resulting in the failure to accomplish the assigned mission.

3.3.6. Area 31 -- Safety (CRITICAL)

3.3.6.1. Q. Examinee was aware of and complied with all safety factors required for safe mission accomplishment. Appropriately identified and assessed all risk factors associated with safe system operation and mission accomplishment. Made appropriate decisions to mitigate/minimize risk in order to ensure mission accomplishment.

3.3.6.2. U. Examinee was not aware of or did not comply with all safety factors required for safe mission accomplishment. Slight errors in identifying and assessing all risk factors associated with the safe system operation and mission accomplishment. Slow to make decisions to mitigate/minimize risk affecting mission operations and accomplishment.

3.3.7. Area 32 -- Flight Discipline (CRITICAL)

3.3.7.1. Q: Examinee demonstrated professional flight and aircrew discipline throughout all phases of the mission.

3.3.7.2. U: Examinee failed to exhibit strict flight or aircrew discipline. Examinee violated or ignored rules or instructions.

3.3.8. Area 42 -- Link Procedures

3.3.8.1. Q. Examinee demonstrated knowledge of the BACN datalinks and monitored link status. Examinee effectively managed the operation and termination of datalinks IAW applicable directives. Examinee recognized and reported degraded performance to appropriate crewmembers and off board agencies.

3.3.8.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.8.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.9. Area 48 -- Pre-Flight

3.3.9.1. Q. Examinee read all applicable items in the FCIF prior to stepping to the payload mission system. Examinee completed all checks and procedures prior to takeoff IAW technical orders, checklists, and instructions in a timely manner. When required, examinee took and/or coordinated corrective action for system issues or malfunctions.

3.3.9.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.9.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.10. Area 51 -- Personal/Professional/Flight Equipment

3.3.10.1. Q. Examinee possessed all required publications, personal and professional equipment. Publications were current, contained only minor deviations or errors, and valid for the unit's missions.

3.3.10.2. Q-. Examinee did not have all required personal/professional equipment. Publications contained deviations/omissions that would not impact flight safety or mission accomplishment.

3.3.10.3. U. Examinee's publications were not current, or were posted with major omissions, deviations, or errors that could have jeopardized mission accomplishment or flight safety.

3.3.11. Area 52 -- Emergency Equipment/Procedures

3.3.11.1. Q. Examinee recognized real world/simulated malfunctions. Examinee applied proper corrective actions. Effectively used checklist/flight manual. Examinee ensured accountability. Examinee effectively performed primary emergency duties or was thoroughly familiar with emergency duties. Effectively coordinated emergency actions with other crewmembers without delay or confusion. When required, examinee demonstrated thorough knowledge of mission impact due to equipment failure/loss.

3.3.11.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Examinee demonstrated limited knowledge, minor deviations or omissions in describing/accomplishing the required steps of the emergency procedure.

3.3.11.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety and/or damaged aircraft equipment.

3.3.12. Area 53 -- Risk Management/Decision Making

3.3.12.1. Q. Properly considered consequences of decision

3.3.12.2. Q-. Did not adequately identify and/or consider consequences of decision.

3.3.12.3. U. Not up to “Q-” standards. Made errors or omissions in identifying and/or consider consequences of decision that could have jeopardized mission accomplishment or mission safety.

3.3.13. Area 59 -- System Capabilities

3.3.13.1. Q. Examinee satisfactorily understood proper management and operation of systems and equipment. Examinee correctly identified and located system components, explained and interpreted their functions, capabilities and limitations. Examinee demonstrated knowledge of mission employment, roles and responsibilities. Examinee demonstrated knowledge of mission related to external agencies, and threats to mission accomplishment.

3.3.13.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Examinee stated correct system status but could not determine its effect on related systems.

3.3.13.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.14. Area 83 -- Tactical/Mission Execution

3.3.14.1. Q. Examinee effectively managed personnel, assets, weapons and system throughout mission planning, sortie, and debrief to accomplish mission tasking with minimized error/delay. Examinee optimized available systems. Implemented and relayed mission changes internally/externally to ensure mission accomplishment.

3.3.14.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.14.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.15. Area 85 -- Radio Use/Tactical Communication

3.3.15.1. Q. Examinee effectively monitored, understood and executed proper internal/external communications. Examinee’s communications were standard, clear, concise, and brief. Examinee effectively operated communication equipment.

3.3.15.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Examinee made lengthy transmissions and/or used non-standard communications.

3.3.15.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.16. Area 227 -- Post Flight/MX Debrief

3.3.16.1. Q. Examinee completed all post flight checks and procedures IAW applicable tech orders, checklist, and instructions. Examinee completed appropriate forms and paperwork as applicable.

3.3.16.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.16.3. U. Errors or omissions could have jeopardized future mission accomplishment or flight safety and/or damaged aircraft equipment.

3.3.17. Area 295 -- Orbit Procedures

3.3.17.1. Q. Examinee monitored and assessed mission systems status to ensure capability exists to assume on station responsibilities, and complete assigned mission tasks. Examinee declared on-station IAW theater specific directives as applicable. Examinee identified and reported alibis or deficiencies that could impact mission accomplishment. Examinee informed appropriate external agencies of aircraft status as applicable. Examinee annotated mission changes and coordinated changes with applicable agencies. Equipment permitting, examinee ensured sufficient station time to accomplish mission tasks. Examinee established communications with relieving unit and ensured effective transfer of mission responsibility/taskings (as applicable). Examinee accomplished/supervised all actions required for handing over applicable data links and messages. Examinee coordinated with appropriate agencies and crewmembers for calling off station. Examinee collected/accounted for all required information and mission documentation. Examinee transmitted station and weather reports and completed a phone patch.

3.3.17.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.17.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.18. Area 302 -- Checklist Usage

3.3.18.1. Q. Examinee consistently used and called for the correct checklist and gave the correct response at the appropriate time throughout the mission IAW the systems manuals and local directives.

3.3.18.2. Q-. Examinee's checklist responses were untimely and/or crewmember required continual prompting for correct response.

3.3.18.3. U. Examinee used or called for incorrect checklist or consistently omitted checklist items. Examinee was unable to identify the correct checklist to use for a given situation. Examinee did not complete checklist prior to event.

3.3.19. Area 736 -- Equipment Troubleshooting

3.3.19.1. Q. Examinee analyzed equipment malfunctions and applied proper corrective actions or system reconfigurations. Examinee displayed adequate knowledge of system equipment and troubleshooting IAW manuals, directives and locally approved established procedures. Examinee utilized and properly applied available resources to maintain an operational system. Examinee kept crew informed of operational limitations and advised on possible solutions or alternatives.

3.3.19.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge.

3.3.19.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

3.3.20. Area 744 -- OPSEC/COMSEC

3.3.20.1. Q. Examinee used proper OPSEC/COMSEC procedures. Examinee demonstrated knowledge of authenticators and authentication procedures (as applicable). Examinee maintained positive control of OPSEC/COMSEC materials. When required, examinee performed inventory of OPSEC/COMSEC materials.

3.3.20.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. No security deviations or compromises occurred.

3.3.20.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety and/or caused security deviations or compromises.

3.3.21. Area 755 -- Equipment Operation

3.3.21.1. Q. Examinee effectively manipulated display for set up and monitored necessary systems to accomplish mission tasks. Examinee effectively interpreted, initiated, and modified data. Examinee displayed thorough knowledge of appropriate procedure to accomplish required inputs. Examinee recognized malfunctions and took proper corrective actions. Examinee responded appropriately to the dialog windows and system alerts as required.

3.3.21.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge. Examinee was slow to recognize malfunctions and failed to take proper corrective actions.

3.3.21.3. U. Errors or omissions could have jeopardized mission accomplishment or flight safety.

Chapter 4

INSTRUCTOR (INSTR) EVALUATIONS

4.1. Instructor (INSTR) Evaluation. All flying personnel selected for instructor duty must be evaluated to determine their judgment, technical knowledge, instructor ability (including error analysis of student activity), and use of grading documents as well as proficiency in their aircrew specialty. **(T-1)** To be qualified as an instructor, a crewmember must successfully complete an INIT INSTR evaluation. **(T-2)** INIT INSTR evaluations may be conducted in conjunction with the examinee's periodic qualification evaluation and should be accomplished on an actual instructional sortie whenever possible. The ability of aircrew members to instruct will be evaluated during all subsequent periodic evaluations. **(T-2)**

4.1.1. Instructors must demonstrate proficiency by instructing an actual student whenever possible (or a qualified individual acting as a student). **(T-2)** The FE may require the examinee to present verbal explanations of equipment operations, procedures, and techniques pertinent to their crew position duties and responsibilities.

4.2. Grading Areas. All instructors will be graded using the criteria stated in [Table 4.1](#) (T-2)

Table 4.1. Instructor Evaluation Required Grading Areas.

AREA	DESCRIPTION	INSTR
33	INSTRUCTIONAL PERFORMANCE	R
47	INSTRUCTOR BRIEFING/DEBRIEFING	R
55	INSTRUCTOR KNOWLEDGE	R
56	DEMO OF MANUEVERS/PROCEDURES	R
<p>NOTES: A grade of "U" in any of the Instructor Grading Areas results in an overall grade of 3 for the instructor portion of the evaluation. (T-2) Examinee is responsible for crew position specific requirements of Table 2.1. or 3.1.</p> <p>Key: R - Required</p>		

4.2.1. Area 33 -- Instructor Performance

4.2.1.1. Q. Demonstrated the ability to communicate effectively. Provided appropriate guidance when necessary. Anticipated circumstances and made timely decisions. Identified and corrected potentially unsafe maneuvers and/or situations.

4.2.1.2. Q-. Minor struggles in ability to communicate effectively. Delayed in providing guidance when necessary. Slow to plan ahead and make timely decisions. Delayed in identifying and correcting potentially unsafe maneuvers and/or situations.

4.2.1.3. U. Unable to effectively communicate or provide timely feedback to the student. Provided instruction that was unsafe or contradicted published directives. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers and/or situations in a timely manner. Made no attempt to instruct.

4.2.2. Area 47 -- Instructor Briefing/Debriefing

4.2.2.1. Q. Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. During the critique, demonstrated an effective ability to reconstruct the flight, offer mission analysis, and provide guidance, where appropriate. Training grade reflected the actual performance of the student relative to established standards. Pre-briefed the student's next mission, if required.

4.2.2.2. Q-. Performance included minor deviations and errors not up to "Q" standards.

4.2.2.3. U. Briefings were marginal or non-existent. Did not review student's past performance. Failed to adequately critique student and/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.

4.2.3. Area 55 -- Instructor Knowledge

4.2.3.1. Q. Satisfactorily understood proper management and operation of systems and equipment. Could satisfactorily identify and locate system components, explain and interpret their functions, capabilities and limitations. Effectively demonstrated knowledge of mission employment, roles and responsibilities. Demonstrated knowledge of mission related external agencies and threats to mission accomplishment.

4.2.3.2. Q-. Performance included errors, omissions, or delays that did not jeopardize mission accomplishment or safety. Demonstrated limited knowledge of system management or operations. Minor errors in identifying and locating system components, explaining and interpreting their functions, capabilities and limitations. Limited knowledge of mission employment, roles and responsibilities. Limited understanding of mission related external agencies and threats to mission accomplishment.

4.2.3.3. U. Not up to "Q-" standards. Errors or omissions could have jeopardized mission accomplishment or flight safety.

4.2.4. Area 56 -- Demo Of Maneuvers/Procedures

4.2.4.1. Q. Effectively demonstrated correct procedures, systems operation, or flight maneuvers. Thorough knowledge of aircraft systems, procedures, publications, and directives.

4.2.4.2. Q-. Minor deviations or errors in demonstrating procedures, systems operation, or flight maneuvers. Limited knowledge of aircraft systems, procedures, publications, and directives.

4.2.4.3. U. Ineffective or incorrect demonstration of procedures, systems operation, or flight maneuvers. Insufficient depth of knowledge about aircraft systems, procedures, and/or proper source material.

CASE A. CUNNINGHAM,
Lt General, USAF
Deputy Chief of Staff, Operations

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

DAFI 90-160, *Publications and Forms Management*, 14 April 2022

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

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

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

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

AFMAN 11-202V2_ACC SUP, *Aircrew Standardization and Evaluation Program*, 19 August 2022

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 21 December 2021

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 5 April 2019

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

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

Airline Transport Pilot and Type Rating for Airplane Category Airman Certification Standards, November 2023

Prescribed Forms

None

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ACC—Air Combat Command

ACFT—Aircraft

AF—Air Force

AFI—Air Force Instruction

AFM—Airplane Flight Manual

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

ATD—Aircrew Training Device

BACN—Battlefield Airborne Communications Node
C2ISR—Command and Control, Intelligence, Surveillance, and Reconnaissance
CAP—Critical Action Procedure
CC—Commander
CDI—Course Deviation Indicator
CNI—Communication/Navigation/Identification, Friend or Foe
CRM—Crew Resource Management
DAF—Department of the Air Force
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DH—Decision Height
DO—Director of Operations
DRU—Direct Reporting Unit
EOC—End-of-Course
EPE—Emergency Procedures Evaluation
FAA—Federal Aviation Administration
FCIF—Flight Crew Information File
FE—Flight Examiner
FLIP—Flight Information Publication
FMS—Flight Management System
FOA—Field Operating Agencies
GPS—Global Positioning System
IAW—In Accordance With
IFF—Identification, Friend or Foe
ILS—Instrument Landing System
IRP—Instrument Refresher Program
HQ—Headquarters
INIT—Initial
INSTM—Instrument
INSTR—Instructor
KIAS—Knots Indicated Air Speed
MAJCOM—Major Command

MDA—Minimum Descent Altitude
MOB—Main Operating Base
MSN—Mission
NAVAID—Navigational Aid
N/N—No-Notice
NOTAM—Notice to Airmen
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
PAR—Precision Approach Radar
Q—Qualified—QRH—Quick Reaction Handbook
QUAL—Qualification
RMI—Radio Magnetic Indicator
RQ—Requalification
RVSM—Reduced Vertical Separation Minimums
SIM—Simulator
Sq—Squadron
STAR—Standard Arrival Route
U—Unqualified—USAF—United States Air Force
VDP—Visual Descent Point
VFR—Visual Flight Rules

Office Symbols

ACC/A3—ACC/Director of Operations
ACC/A3C—Air Combat Command/Command and Control Intelligence, Surveillance, and Reconnaissance (C2ISR) Operations Division
ACC/A3CA—ACC/ Command and Control, Intelligence, Surveillance, and Reconnaissance (C2ISR) Operations Airborne Systems Branch
ACC/A3TV—ACC/Standardization and Evaluation Branch
AF/A3—AF Directorate of Operations
AF/A34—AF Director of Training and Force Management
AF/A34C—AF Command and Control Division