BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE MANUAL 11-2HC-130J, Volume 2

4 MARCH 2024

Flying Operations

HC-130J—AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication is available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: ACC/A3TV

Certified by: AF/A3T
(Mr. William D, Dries Jr.)

Supersedes: AFMAN11-2HC-130JV2, 25 October 2021

Pages: 72

This volume implements Air Force Instruction (AFI) 11-200, *Aircrew Training. Standardization/Evaluation, and General Operations Structure*. It applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve (AFR) and Air National Guard (ANG) performing aircrew duties in HC-130J aircraft. For the purpose of this manual the ANG is considered a major command (MAJCOM). This publication does not apply to the United States Space Force. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using Department of Airforce (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval. 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 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 MAJCOM Director of Operations (MAJCOM/A3) for non-tiered compliance items. See **paragraph 1.2** of this publication for further information on waiver authority. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This publication has been substantially revised and must be thoroughly reviewed. Major changes include Mission qualified copilot (MC) qualification added, MC initial/requalification (RQ) and periodic evaluation added, MC evaluation areas and grading added, and loadmaster airdrop events separated by type.

Chapter 1

OVERVIEW, ROLES, AND RESPONSIBILITIES

1.1. General. This guidance establishes requirements and grading criteria for ground and flight phases of initial (INIT), RQ, and periodic flight evaluations. Aircrew evaluations will be conducted in accordance with this guidance, Air Force Manual (AFMAN) 11-202 Volume 2, *Aircrew Standardization and Evaluation Program* and relevant MAJCOM supplements. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews.

1.2. Air Combat Command Director of Operations (ACC/A3). Air Combat Command (ACC) is designated as the lead command for the HC-130J Mission Design Series (MDS) aircraft and is responsible for establishing and standardizing aircrew evaluations in coordination with user commands. The MAJCOM Director of Operations (MAJCOM/A3) retains waiver authority for non-tiered guidance in this volume unless annotated by appropriate tiered authority designation (T-1, T-2, T-3).

1.3. Operations Group Commander (CC). The Operations Group CC or equivalent is responsible for establishing and maintaining the Standardization and Evaluation (Stan/Eval) program and ensure evaluators administer evaluations in accordance with AFMAN 11-202V2, MAJCOM supplements, and this manual.

1.4. Squadron Commander (SQ/CC). SQ/CCs or designated representatives are responsible for establishing and maintaining the Squadron Stan/Eval program and ensure evaluators administer evaluations in accordance with AFMAN 11-202V2, MAJCOM supplements, and this manual.

1.5. Flight Examiners (FEs).

1.5.1. FEs should exercise judgment when assigning subjective area grades, when assigning the overall qualification level, and when evaluating in situations not covered explicitly by this document.

1.5.2. FEs apply the grading criteria contained in this publication, as applicable.

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

Chapter 2

EVALUATION REQUIREMENTS

2.1. General.

2.1.1. Flight Examiners (FEs).

2.1.1.1. FEs will inform the Aircraft Commander (AC) of any special requirements prior to the crew brief. **(T-3)**

2.1.1.2. FEs may assist in evaluation mission planning and briefing as tasked by the examinee.

2.1.1.3. FEs should use all means available, to reconstruct, evaluate, and debrief the mission adequately.

2.1.1.4. FEs may stand or they may fly in any seat that will best enable the examiner to conduct a thorough evaluation. If occupying a crew position, FEs must comply with all grounding, and go-no go requirements annotated in AFMAN 11-2HC-130J Volume 1, *HC-130J Aircrew Training* and associated Ready Aircrew Program Tasking Memo (RTM). **(T-3)** If not occupying a primary crew position, an FE may perform evaluations for which they are not-current, but cannot evaluate a task for which they are not qualified/certified.

2.1.1.5. When an examinee jeopardizes safety of flight, the examiner 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.

2.1.1.6. FEs will not intentionally fail any equipment during flight evaluations but may deny the use of systems not affecting safety of flight. **(T-3)**

2.1.1.7. Under no circumstances will a pilot FE allow the aircraft to slow to below one engine inoperative minimum controllable airspeed (Vmca), regardless of airspeed tolerances listed for specific areas. **(T-2)**

2.1.1.8. For Mission Evaluation (MSN) specific events (e.g., airdrop, air to air refueling (AAR), self-contained approach (SCA)) FEs should set required/desired grading criteria and parameters (i.e., Q, Q-, U) not already defined in this manual. CCs may define local event criteria in unit supplements as prescribed in this manual. FEs will brief any set criteria to the examinee prior to the flight briefing. **(T-3)**

2.1.2. Examinees.

2.1.2.1. Examinees will accomplish required flight planning in accordance with the aircrew position assigned during the evaluation, furnishing FEs a copy of necessary mission data such as flight logs, charts, mission materials, and any additional items the FE deems appropriate. **(T-3)**

2.1.2.2. Examinees will brief all aspects of their portion of the mission. **(T-3)**

2.1.2.3. Pilot examinees should brief the desired speed when grading criteria specify that airspeed be evaluated but the flight manual only lists minimum and maximum airspeed for that area.

2.1.3. Publications Check/Currency of Flight Publications. All Qualification (QUAL) and MSN evaluations include a currency and accuracy check on all flight-required publications, checklists, Flight Information Publications (FLIP), and in-flight guides. This check also pertains to electronic flight bag devices when used as the primary source of reference for publications, checklists, FLIP, and in-flight guides. Unit CCs may specify additional publications to be evaluated in the unit supplement to AFMAN 11-202V2.

2.1.4. Cockpit/Crew Resource Management (CRM). In accordance with AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, all evaluations include assessment of CRM. **(T-3)** Although integral to all phases of flight, CRM will be specifically documented and graded under Area 37. **(T-3)**

2.1.5. Evaluations.

2.1.5.1. Pilots with a Basic Aircrew Qualification (BAQ) only receive an Instrument (INSTM)/QUAL evaluation. Mission qualified pilots and copilots receive both an INSTM/QUAL and a MSN evaluation. BAQ only Combat Systems Operators (CSOs) and Loadmasters (LMs) receive a QUAL evaluation. Mission qualified CSOs and LMs receive a combined QUAL/MSN evaluation.

2.1.5.2. Pilots may combine INSTM/QUAL and MSN as a single evaluation. This option is intended for aircrew defined as "experienced" in the AFMAN 11-2HC-130JV1.

2.1.5.3. Combined evaluations include all current INSTM/QUAL and MSN evaluation requirements, including requisites.

2.1.6. Required Graded Areas. Areas are annotated in **Table 2.1** through **Table 2.7** are required grading areas. **(T-1)** When it is impractical or impossible to accomplish a required graded area in-flight, an alternate method (e.g., simulator (SIM), procedural trainer, or verbal examination) may be used to complete the evaluation. FEs will document the reason and type of alternate method used in the "Additional Comments" portion of the Air Force (AF) Form 8, *Certificate of Aircrew Qualification*. **(T-2)** If the FE determines the required item cannot be adequately evaluated by an alternate method, an additional flight is required to complete the evaluation. In **Table 2.1** through **Table 2.7**, areas annotated with a "R" are required items for that evaluation. Areas annotated with an "R2" or "R3" require evaluation of at least two or three items respectively under the associated section.

2.2. Minimum Requisites.

2.2.1. The minimum requisites for mission qualified pilot (MP) or mission qualified copilot (MC) INSTM/QUAL evaluations are:

2.2.1.1. An instrument examination.

2.2.1.2. A closed book examination that evaluates both MSN and QUAL knowledge. **(T-1)**

2.2.1.3. An open book examination that evaluates both MSN and QUAL knowledge. **(T-1)**

2.2.1.4. An Emergency Procedures Evaluation (EPE). **(T-1)**

2.2.1.5. Boldface/Critical Action Procedures (CAPs). **(T-1)**

2.2.2. The minimum requisites for BAQ pilot, also First Pilot (FP), INSTM/QUAL evaluations are:

2.2.2.1. An instrument examination.

2.2.2.2. A closed book examination that evaluates INSTM/QUAL knowledge only. **(T-1)**

2.2.2.3. An open book examination that evaluates INSTM/QUAL knowledge only. **(T-1)**

2.2.2.4. An EPE. **(T-1)**

2.2.2.5. Boldface/CAPs. **(T-1)**

2.2.3. The minimum requisites for mission certified Combat Systems Operator (CSO) and Loadmaster QUAL/MSN evaluations are:

2.2.3.1. A closed book examination that evaluates both MSN and QUAL knowledge. **(T-1)**

2.2.3.2. An open book examination that evaluates both MSN and QUAL knowledge. **(T-1)**

2.2.3.3. An EPE. **(T-1)**

2.2.3.4. Boldface.

2.2.4. The minimum requisites for BAQ CSO and LM QUAL evaluations are:

2.2.4.1. A closed book examination that evaluates QUAL knowledge only. **(T-1)**

2.2.4.2. An open book examination that evaluates QUAL knowledge only. **(T-1)**

2.2.4.3. An EPE. **(T-1)**

2.2.4.4. Boldface. **(T-1)**

2.2.5. The minimum requisite for mission pilot or copilot MSN evaluations is an EPE. **(T-1)**

2.3. Instrument/Qualification (INSTM/QUAL) Evaluations/Procedures.

2.3.1. A mission flown according to instrument flight rules (IFR) best fulfills the objective of the INSTM/QUAL evaluation.

2.3.2. To the maximum extent practical, this evaluation should include approaches at airfields other than home or deployed locations.

2.3.3. Approaches may be flown to fields which have a non-published, practice approach available (e.g., Visual Flight Rules (VFR) conditions only approach), but not a published FLIP approach. For these approaches, Operations Group Stan/Eval offices will ensure that:

2.3.3.1. Non-published approaches are built using the standards applied to published approach plates. **(T-3)**

2.3.3.2. Approval for use of such an approach on evaluation missions is documented in the local unit supplement to AFMAN 11-202V2. **(T-3)**

2.3.4. With the approval of the SQ/CC:

2.3.4.1. Pilots may accomplish periodic INSTM/QUAL evaluations in an approved simulator.

2.3.4.2. CSOs may accomplish periodic QUAL evaluations in an approved simulator.

2.3.4.3. Approved simulators will be identified by SQ/CC and included in locally defined guidance and/or a supplement to this publication.

2.3.5. Document approval of simulator evaluations on the AF Form 8 by stating in the additional comments "SQ/CC has approved a SIM evaluation" and having the SQ/CC initial in the additional reviewer remarks if the signature is not elsewhere on the AF Form 8. **(T-3)**

2.3.6. If evaluating both an INSTM/QUAL and an EPE in the SIM, document the AF Form 8 in accordance with AFMAN 11-202V2. The EPE will still be documented as a requisite, despite being conducted concurrently.

2.3.7. An in-flight evaluation is required to regain a qualification (e.g., after loss of qualification due to CC directed downgrade, completing a requalification syllabus, or failed evaluation). **(T-3)**

2.3.8. Document multi-sortie evaluations as additional line entries on the AF Form 8 under Flight Phase as "INSTM/QUAL" or "SIM INSTM/QUAL" depending on how the eval was administered. **(T-3)** For example, the FE who conducts the preponderance of the evaluation as an "SIM INSTM/QUAL" line ensures the airborne portion is accomplished, and the flight portion is annotated in the "INSTM/QUAL" line, and signs as the flight examiner.

2.3.9. C-130J basic INIT and RQ training are formal courses that are taught at the Air Education and Training Command schoolhouse, at a location designated by the MAJCOM, or conducted in-unit with a waiver. The evaluation updates the eligibility for the INSTM/QUAL evaluation.

2.4. Mission (MSN) Evaluations.

2.4.1. SQ/CCs:

2.4.1.1. Ensure that FEs administer INIT MSN evaluations in the primary designed operational capability (DOC) statement of the unit unless that unit has a different assigned mission or contingency for which to prepare. **(T-3)**

2.4.1.2. May authorize evaluations during exercises to maintain qualification. May authorize evaluations during contingency deployments or combat deployments if permitted by the air component within the combatant command.

2.4.2. FEs:

2.4.2.1. Should tailor MSN evaluations in accordance with current tactics, unit DOC statement, theater area of responsibility scenarios, and should incorporate all appropriate evaluation requirements. The profiles will be designed to evaluate the training qualifications as well as basic airmanship of the examinee. **(T-3)** Special qualifications can be evaluated, but their evaluation is not mandatory.

2.4.2.2. Will evaluate examinees in the position of their highest qualification (e.g., instructor) even if a portion of the evaluation is flown as a basic aircrew member. **(T-3)**

2.4.3. Basic Mission Capable aircrew should only be evaluated on mission events routinely performed.

2.4.4. With the approval of the SQ/CC, aircrew may accomplish their periodic MSN or QUAL/MSN evaluations in the simulator. The FE will document approval on the AF Form 8 by stating in the additional comments "SQ/CC has approved a SIM evaluation" and having the SQ/CC initial in the additional reviewer remarks if the signature is not elsewhere on the AF Form 8. **(T-3)**

2.4.4.1. If evaluating both an MSN and an EPE in the SIM, document the AF Form 8 per AFMAN 11-202V2. The EPE will still be documented as a requisite, despite being conducted concurrently.

2.4.4.2. An in-flight evaluation is required for inexperienced aircrew (as defined by AFMAN 11-2HC-130JV1), INIT, RQ evaluations, or for evaluations to regain a qualification (e.g., after loss of qualification due to CC directed downgrade or failed evaluation). The SQ/CC may waive this requirement.

2.4.4.3. The graded areas that cannot be accomplished in the simulator must be completed in-flight. The FE will document the evaluation of these items as an additional line entry on the AF Form 8 under Flight Phase as "MSN". **(T-3)**

2.5. Formal Course Evaluations. Syllabus evaluations should be flown in accordance with syllabus mission profile guidelines, if stated, or on a mission profile developed from syllabus training objectives, which include all required items in this manual. FEs may modify course guidelines based on other factors, such as local operating considerations, to complete the evaluation.

2.6. Instructor Evaluations. If an instructional ride also allows completion of all requirements for a periodic check, the evaluation may be used to update periodic evaluation providing all other requisites are completed.

2.7. Weapons Instructor Course (WIC) Instructor and Operational Test (OT) Mission (MSN) Evaluations. WIC instructor and OT periodic mission evaluation profiles are in accordance with this AFMAN. WIC and OT Higher Headquarters (HHQ) evaluations (e.g., ACC's Aircrew Qualification Check-ride program may be flown on any mission. The only required items for WIC or OT HHQ evaluations are those items required by the syllabus for the specific syllabus or test sortie flown.

Table 2.1. General Aircrew Evaluation Grading Areas (All Crew Positions and Evaluations).

AREA	NOTE[2]	AREA TITLE	QUAL	MSN
AIRCREW EVALUATION CRITERIA – GENERAL				
1		MISSION PLANNING	R	R
2		BRIEFING (if applicable)	R	R
3		PRE-TAKEOFF	R	R
12		COMMUNICATION	R	R
28		DEBRIEFING/CRITIQUE	R	R
29		AIRCRAFT GENERAL KNOWLEDGE	R	R
30	Critical	AIRMANSHIP/SITUATIONAL AWARENESS	R	R

31	Critical	SAFETY	R	R
32	Critical	AIRCREW DISCIPLINE	R	R
36		TASK MANAGEMENT	R	R
37		COCKPIT/CREW RESOURCE MANAGEMENT	R	R
48		PREFLIGHT	R	R
50		FORMS/REPORTS/LOGS	R	R
51		PERSONAL/PROFESSIONAL EQUIPMENT/FLIGHT PUBLICATIONS	R	R
52	1	EMERGENCY EQUIPMENT/PROCEDURES	R	R
53		RISK MANAGEMENT/DECISION MAKING	R	R
54	Critical	BOLDFACE	R	R
85		TACTICAL COMMUNICATIONS		R
114		THREAT ID/DEFENSIVE TACTICS		R
228		LIFE SUPPORT EQUIPMENT		R
302		USE OF CHECKLIST		R
1040		COMMUNICATION/OPERATIONS SECURITY (COMSEC/OPSEC)		R
1041		COMBAT SEARCH AND RESCUE (CSAR) KNOWLEDGE		R

Notes:
1. Grade if observed. Not required if evaluated as part of the EPE.
2. Areas listed as “Critical” represent items that are critical to safety of flight and failing these items results in a qualification level of 3.

Table 2.2. Instructor Evaluation Grading Areas (All Crew Positions).

INSTRUCTOR EVALUATION CRITERIA - GENERAL			
AREA	NOTE	AREA TITLE	QUAL/MSN
33		INSTRUCTOR PERFORMANCE	R
47		INSTRUCTOR BRIEFING/DEBRIEFING	R
55		INSTRUCTOR KNOWLEDGE	R

56		DEMONSTRATION OF MANEUVERS/PROCEDURES	R

Table 2.3. Mission Pilot Evaluation Grading Areas.

AREA	NOTE	AREA TITLE	INSTM/ QUAL	MSN
PILOT EVALUATION CRITERIA - GENERAL				
4		TAKEOFF	R	R
6		DEPARTURE	R	
8		CRUISE/NAVIGATION	R	
11		FUEL PLANNING	R	R
17	6	AIR TO AIR REFUELING (RECEIVER) PROCEDURES		
18		DESCENT	R	
19		GO-AROUND (VFR PROCEDURES)		
23		VFR PATTERN/APPROACH	R	
26		AFTER LANDING	R	
38		TAKEOFF AND LANDING DATA (TOLD)	R	R
57		REVERSE TAXI		
PILOT EVALUATION CRITERIA - INSTRUMENTS				
61		HOLDING/COURSE REVERSAL/PROCEDURE TURN	R	
62		INSTRUMENT ENROUTE DESCENT	R	
63		INSTRUMENT PATTERNS	R	
64		NON-PRECISION APPROACH	R	
66	1	PRECISION APPROACH	R	
67		MISSED APPROACH/CLIMB-OUT	R	
68		CIRCLING/SIDESTEP APPROACH	R	
69		INSTRUMENT CROSS-CHECK	R	
70	2	ENGINE-OUT APPROACH	R	

71	5	50 AND 100 PERCENT FLAP LANDING	R	
72	2, 8	NO FLAP LANDING	R	
73	2	ENGINE-OUT LANDING	R	
74	2	ENGINE-OUT GO-AROUND	R	
75		TOUCH-AND-GO LANDING	R	
PILOT EVALUATION CRITERIA - TACTICAL EMPLOYMENT				
81		TACTICAL/MISSION PLAN		R
83		TACTICAL EMPLOYMENT/MISSION EXECUTION		R
89		INGRESS		
90		EGRESS		
92		TIME CONTROL		R
93		TRAINING RULES/ROE		R
208		SEA RESCUE KIT DELIVERY		
209		RESCUE AIRDROPS		
251	3, 4	NIGHT VISION GOGGLE (NVG) AIRLAND		R
252		NVG LOW LEVEL		R
254	3	TACTICAL RECOVERY		R
255	3, 4, 7	MAXIMUM EFFORT (ME) PROCEDURES		R
256	3, 4, 7	ME TAKEOFF		R
257	3, 4, 7	ME LANDING		R
260		AIRDROP (AD) PROCEDURES		R
266		PARARESCUE (PJ) DIRECTED AIRDROP		
280		AERIAL REFUELING TANKER OPERATIONS		R
738		AUTOMATION MANAGEMENT	R	R

Notes:
1. Do not evaluate a precision approach radar (PAR) as the only precision approach when the non-precision approach evaluated is the airport surveillance radar (ASR) and do not evaluate an ASR as the only non-precision approach when the precision approach evaluated is the PAR.
2. If any of these events are not accomplished during an evaluation, award a FP basic qualification.
3. SQ/CC will restrict non-AC MPs to perform only pilot monitoring duties. Include restrictions on the AF Form 8/AF Form 8A.
4. ME takeoff and landing may be flown in conjunction with NVG airland operations.
5. Accomplish a 50 and a 100 percent landing during INSTM/QUAL evaluations.
6. AAR RQ may be accomplished in conjunction with INSTM/QUAL or MSN evaluation. Refer to **paragraph 4.1.3.1.1** for additional guidance.
7. FPs are authorized to perform flying and non-flying duties. Evaluation of this area may be accomplished in conjunction with INSTM/QUAL evaluation. Reference **paragraph 4.1.1.2.14**.
8. A No Flap Landing is not required if covered during an EPE in the Weapons System Trainer (WST).

Table 2.4. Mission Copilot Evaluation Grading Areas.

AREA	NOTE	AREA TITLE	INSTM/ QUAL	MSN
COPILOT EVALUATION CRITERIA - GENERAL				
4		TAKEOFF	R	R
6		DEPARTURE	R	
8		CRUISE/NAVIGATION	R	
11		FUEL PLANNING	R	R
17	4	AIR TO AIR REFUELING (RECEIVER) PROCEDURES		
18		DESCENT/APPROACH/LANDING	R	
19		GO-AROUND (VFR PROCEDURES)		
23		VFR PATTERN/APPROACH	R	

26		AFTER LANDING	R	
38		TAKEOFF AND LANDING DATA (TOLD)	R	R
57		REVERSE TAXI		
COPILOT EVALUATION CRITERIA - INSTRUMENTS				
61		HOLDING/COURSE REVERSAL/PROCEDURE TURN	R	
62		INSTRUMENT ENROUTE DESCENT	R	
63		INSTRUMENT PATTERNS	R	
64		NON-PRECISION APPROACH	R	
66	1	PRECISION APPROACH	R	
67		MISSED APPROACH/CLIMB-OUT	R	
68		CIRCLING/SIDESTEP APPROACH	R	
69		INSTRUMENT CROSS-CHECK	R	
70	2	ENGINE-OUT APPROACH	R	
71		50 AND 100 PERCENT FLAP LANDING	R	
72	2, 6	NO FLAP LANDING	R	
73	2	ENGINE-OUT LANDING	R	
74	2	ENGINE-OUT GO-AROUND	R	
75		TOUCH-AND-GO LANDING	R	
COPILOT EVALUATION CRITERIA - TACTICAL EMPLOYMENT				
81		TACTICAL/MISSION PLAN		R
83		TACTICAL EMPLOYMENT/MISSION EXECUTION		R
89		INGRESS		
90		EGRESS		
92		TIME CONTROL		R
93		TRAINING RULES/RULES OF ENGAGEMENT (ROE)		R

208		SEA RESCUE KIT DELIVERY		
209		RESCUE AIRDROPS		
251	3	NVG AIRLAND		R
252		NVG LOW LEVEL		R
254	3	TACTICAL RECOVERY		R
255		ME PROCEDURES		R
260		AD PROCEDURES		R
266		PJ DIRECTED AIRDROP		
280		AERIAL REFUELING TANKER OPERATIONS		R
738		AUTOMATION MANAGEMENT	R	R

Notes:
1. Do not evaluate a PAR as the only precision approach when the non-precision approach evaluated is the ASR and do not evaluate an ASR as the only non-precision approach when the precision approach evaluated is the PAR.
2. If any of these events are not accomplished during an evaluation, award a FP basic qualification.
3. Event requires evaluation of Pilot Flying (PF) and Pilot Monitoring (PM) duties.
4. AAR qualification may be accomplished in conjunction with INSTM/QUAL or MSN (MP) evaluation. Refer to **paragraph 4.1.3.1.1** for additional guidance. If qualified by another means (prior qualified pilot (PQP) or SQ/CC directed training and evaluation), then comply with **paragraph 4.1.3** for periodic, and RQ requirements.
5. FPs are authorized to perform flying and non-flying duties. Evaluation of this area may be accomplished in conjunction with INSTM/QUAL evaluation. Reference **paragraph 4.1.1.2.14**.
6. A No Flap Landing is not required if covered during an EPE in the WST.

Table 2.5. CSO Grading Areas.

AREA	NOTE	AREA TITLE	QUAL	QUAL /MSN
CSO EVALUATION CRITERIA - GENERAL				
6	1	DEPARTURE	R	R
8		CRUISE/NAVIGATION	R	R
11	1	FUEL MANAGEMENT	R	R

17		AIR TO AIR REFUELING (RECEIVER) PROCEDURES		
18	1	DESCENT/APPROACH/LANDING	R	R
CSO EVALUATION CRITERIA - TACTICAL EMPLOYMENT				
81		TACTICAL/MISSION PLAN		R
83		TACTICAL EMPLOYMENT/MISSION EXECUTION		R
89		INGRESS		R
90		EGRESS		R
92		TIME CONTROL		R
134		SENSOR OPERATIONS		R
206		SEARCH DATA COMPUTATIONS		
207		SEARCH PATTERN		
241		SPECIALIZED FUELING OPERATIONS (SFO)		
260		AD PROCEDURES		R
280	2	AERIAL REFUELING TANKER OPERATIONS		R
285	1	FLIGHT PLAN/AIRDROP DATA/CHARTS		R
287		RADAR/DIGIMAP®/COMMON CURSOR OPERATIONS		R
294	2	SCA PROCEDURES		R
731		AUTHENTICATION and ENCODE/DECODE		
739		SECURE VOICE, FREQUENCY HOPPING, SATELLITE COMMUNICATIONS (SATCOM)		R
1042		RESCUE DATA LINK PROCEDURES		R
1043		LIGHTWEIGHT AIRBORNE RECOVERY SYSTEM (LARS) PROCEDURES		R

Notes:
1. These basic qualification events are demonstrated to the satisfaction of the examiner during a ground evaluation or inflight.
2. Are evaluated inflight at least every other evaluation.

Table 2.6. Loadmaster Mission/Qualification Grading Areas.

AREA	NOTE	AREA TITLE	QUAL	QUAL /MSN
LOADMASTER EVALUATION CRITERIA - GENERAL				
17	2	AIR TO AIR REFUELING (RECEIVER) PROCEDURES		R
211	2	CSAR/SEARCH SCANNING PROCEDURES		R
213	2	PYROTECHNICS		R
229		AIRCRAFT CONFIGURATION	R	R
230		LOAD PLANNING/INSPECTION	R	R
231		ON/OFF LOADING PROCEDURES	R	R
232		SUPERVISORY ABILITIES	R	R
233		TIE DOWN/RESTRAINT	R	R
234	2	WINCHING PROCEDURES	R	R
235	2	HAZARDOUS MATERIAL	R	R
236	2	PASSENGER HANDLING	R	R
237	2	BORDER CLEARANCE	R	R
238		WEIGHT AND BALANCE	R	R
239	2	ENGINE RUNNING ONLOAD/OFFLOAD	R	R
240	2	COORDINATED TASKS BRIEFING		R
241	1, 2	SFO (TANKER)/FARP		R
242	1, 2	SFO (RECEIVER)/HOT REFUELING		R
243	2	COMBAT OFFLOAD	R	R
258	2	INFILTRATION/EXFILTRATION (Rapids) PROCEDURES		R
260	2	AD KNOWLEDGE		R
271	2	AIRDROP RIGGING PROCEDURES		R

272	2	JOINT AIRDROP INSPECTION		R
280	2	AERIAL REFUELING TANKER OPERATIONS		R

Notes:

1. Only required if qualified or certified in this event.

2. May be evaluated verbally if not evaluated via demonstration.

2.8. Emergency Procedures Evaluations (EPEs).

2.8.1. The EPE should be conducted in the highest fidelity training device available or via table-top verbal evaluation if access to a suitable training device is not available. The FE ultimately makes the determination how the EPE will be conducted. EPEs should be tailored to the specific crew position and experience level. Grading criteria for each required item are listed in **Chapter 3**.

2.8.2. Examinees may use publications that are normally available in-flight.

2.8.3. The following graded areas are required on all EPEs:

2.8.3.1. Aircraft General Knowledge. **(T-3)**

2.8.3.2. CRM. **(T-3)**

2.8.3.3. Emergency Procedures/Aircraft Malfunctions. **(T-3)**

2.8.3.3.1. The FE will evaluate a minimum of two emergency procedures per the pre-takeoff, takeoff, and landing phases of flight. **(T-3)**

2.8.3.3.2. The FE will evaluate a minimum of three emergency procedures during the enroute phase commensurate with the type of evaluation being flown. **(T-3)**

2.8.3.4. Checklist Usage.

2.8.4. The following additional graded areas are required on all pilot INSTM/QUAL EPEs unless waived by SQ/CC:

2.8.4.1. Abort.

2.8.4.2. Instrument Flight Procedures, in accordance with AFMAN 11-202 Volume 3, *Flight Operations.*

2.8.4.3. Unusual Attitude Recoveries.

2.8.4.4. Alternate/Divert Airfields. This area includes a minimum of one approach at a divert or alternate airfield, other than home base.

2.8.5. The following items should be tailored by the FE to fit unit tasked mission, and are required on all MSN EPEs unless waived by SQ/CC,

2.8.5.1. Mission specific emergency procedures, scenarios, equipment, and systems knowledge.

2.8.5.2. For all crew positions, tailor EPEs to the unit tasking and include areas not normally evaluated in-flight, such as defensive systems (if applicable), threat interpretation, and evasive action.

Table 2.7. Emergency Procedures Evaluation (EPE) Grading Areas.

AREA	NOTES	AREA TITLE	Pilot INST/ QUAL	QUAL /MSN
GENERAL				
29		AIRCRAFT GENERAL KNOWLEDGE	R	R
37		COCKPIT/CREW RESOURCE MANAGEMENT	R	R
301		EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (GENERAL)	R	R
302		CHECKLIST USAGE	R	R
PRE-TAKEOFF			R2	R2
321		HYDRAULIC EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
331		ELECTRICAL EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
341		FUEL EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
351		ENVIROMENT CONTROL SYSTEM (ECS) /OXYGEN EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
361		ENGINE/AUXILIARY POWER UNIT (APU)/GTC EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
371		AVIONICS EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
391		FLIGHT CONTROL SYSTEM (FLCS) EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
401		BRAKES/LANDING GEAR EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		
411		EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (PRE-TAKEOFF)		

TAKEOFF			R2	R2
421		HYDRAULIC EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (TAKEOFF)		
425		DEFENSIVE SYSTEMS/AIRCRAFT MALFUNCTIONS (TAKEOFF)		
431		ELECTRICAL EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (TAKEOFF)		
441		FUEL EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (TAKEOFF)		
451		ECS/OXYGEN EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (TAKEOFF)		
461		ENGINE/APU EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (TAKEOFF)		
463		ABORT	R	
471		AVIONICS EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (TAKEOFF)		
491		FLCS EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (TAKEOFF)		
501		BRAKES/LANDING GEAR EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (TAKEOFF)		
511		EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (TAKEOFF)		
INFLIGHT			R3	R3
521		HYDRAULIC EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
525		DEFENSIVE SYSTEMS/AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
531		ELECTRICAL EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
541		FUEL EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
551		ECS/OXYGEN EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		

561		ENGINE/APU EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
571		AVIONICS EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
591		FLCS EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
601		BRAKES/LANDING GEAR EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (IN- FLIGHT)		
611		EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (IN-FLIGHT)		
614		UNUSUAL ATTITUDE RECOVERIES	R	
615		AFMAN 11-202V3 PROCEDURES	R	
616		ALTERNATE/DIVERT AIRFIELDS	R	
LANDING			R2	R2
631		HYDRAULIC EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (LANDING)		
635		DEFENSIVE SYSTEMS/AIRCRAFT MALFUNCTIONS (LANDING)		
641		ELECTRICAL EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (LANDING)		
651		FUEL EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (LANDING)		
661		ECS/OXYGEN EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (LANDING)		
671		ENGINE/APU EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (LANDING)		
681		AVIONICS EMERGENCY PROCEDURES/ AIRCRAFT MALFUNCTIONS (LANDING)		
701		FLCS EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (LANDING)		

711		BRAKES/LANDING GEAR EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (LANDING)		
721		EMERGENCY PROCEDURES/AIRCRAFT MALFUNCTIONS (LANDING)		
Notes: None.				

2.9. Special Qualifications. Special qualification evaluations are administered for event qualifications that are not universal to all crew positions in the airframe, to all members in that crew position, or to all units. Special qualification evaluations may be conducted separately or in conjunction with the qualification or mission evaluation. After INIT QUAL, FEs should incorporate special mission events into subsequent periodic qualification or mission evaluations in the grading tables above and the applicable crew chapters of this manual. There are no requisites for special qualification evaluations.

2.10. Instructor Certified Events. These are events that require certification of training by an instructor or flight examiner, not an evaluation. Document certification per MAJCOM supplement to AFMAN 11-202 Volume 1, *Aircrew Training* and AFMAN 11-202V2. Refer to AFMAN 11-2HC-130JV1, for a listing of instructor certified events.

Chapter 3

GENERAL AIRCREW EVALUATION CRITERIA

3.1. Requirements.

3.1.1. Evaluation requirements for each crew position are listed in their specific chapter.

3.1.2. Aerial Refueling Tanker Operations will include a rendezvous and join-up with an actual receiver completion of the pre-contact, contact, and post air refueling checklist and a minimum of one wet or dry contact. **(T-3)** At SQ/CC's discretion, another C-130 may simulate a high speed or low speed receiver; wet or dry contacts are not required but all other requirements above will be met. **(T-3) Exception:** The requirement for a contact may be waived by the examiner if the examiner determines that receiver ability precluded a successful probe to drogue contact.

3.1.3. A threat event should be accomplished in flight to the maximum extent possible on all MSN evaluations. If unable to evaluate a representative threat call during the flight evaluation, threat calls and reactions from the Air Force Techniques, Tactics, and Procedures (AFTTP) HC-130J 3-1, *Combat Fundamentals HC-130*, threat table(s) will be verbally evaluated to the FE's satisfaction. **(T-3)**

3.1.4. Document which tactical events were flown and the type of terrain (mountainous or non-mountainous) in which the mission was flown in the comments section of the AF Form 8.

3.2. General Grading Standards.

3.2.1. FEs will grade examinee performance per AFMAN 11-202V2.FEs should use the grading criteria in this volume to determine individual area grades. Exercise judgment when the wording of areas is subjective and when specific areas are not covered.

3.2.2. If FEs assign a qualification level of unqualified (Q3), or if FEs assign a qualification level of qualified but assign additional training (Q2), FEs recommend, and SQ/CCs approve, whether or not such an examinee is allowed to fly before the additional training or re-evaluation is successfully completed. **(T-3)**

3.2.3. Training devices (e.g., simulators or procedural trainers) may be used to accomplish additional training and re-evaluations at the discretion of the CC.

Table 3.1. General Aircraft Control Criteria.

Aircraft Control Criteria. The following general criteria apply at all times unless more specific criteria from **Table 2.1** or **Table 2.2** apply.		
Q	Altitude	+/- 100 feet
	Airspeed	+10/-5knots (but not less than Vmca)
	Course	+/- 5 degrees/ 3 Nautical Miles (NM) (whichever is greater)
	Objective Timing	+/- 1 min or per Allied Technical Publication (ATP) 3.3.4.2 for Tanker/Receiver AAR

	VOR Leg Timing	+/- 15 seconds
	TACAN Holding/Procedure Turn	+/-1 NM
	TACAN Arc	≤ 2 NM
Q-	Altitude	+/- 200 feet
	Airspeed	+15/- 10 knots (but not less than Vmca)
	Course	+/- 10 degrees/ 5 NM (whichever is greater)
	Objective Timing	+/- 2 min or per ATP 3.3.4.2 for Tanker/Receiver AAR
	VOR Leg Timing	+/- 30 seconds
	TACAN Holding/Procedure Turn	+/-2 NM
	TACAN Arc	≤ 3 NM, > 2 NM
U		Exceeded **Q-** limits

3.3. General Aircrew Evaluation Criteria.

3.3.1. Area 1—Mission Planning:

3.3.1.1. **Q.** Clearly defined the mission overview and mission objectives. Provided specific information on what needed to be done. Solicited feedback from other crewmembers to ensure understanding of mission requirements. Thoroughly critiqued plans to identify potential problem areas and ensured all had an understanding of possible contingencies. Checked all factors applicable to flight such as FLIP, weather, notices to airman (NOTAMS), alternate airfields, flight logs, performance data, fuel requirements, and charts. When required, extracted necessary information from air tasking order or other mission directive. Provided or solicited contingency options. Reviewed and signed off all items in the flight crew information file or read files. Prepared at briefing time.

3.3.1.2. **Q** -. Did not adequately define the mission overview and mission goals. Potential problem areas partially addressed or not at all. Did not adequately solicit feedback or

critique the plans to ensure understanding of possible contingencies. Minor errors or omissions detracted from mission effectiveness but did not affect mission accomplishment. Limited knowledge of performance capabilities or approved operating procedures or rules.

3.3.1.3. **U** . Did not define the mission overview and goals. Lack of specific information on what needed to be done. Did not solicit feedback from other crewmembers to ensure understanding. Did not critique plans to identify potential problem areas. Major errors or omissions would have prevented a safe or effective mission. Unsatisfactory knowledge of operating data or procedures. Did not review or initial Go/No Go items. Not prepared at briefing time.

3.3.2. Area 2—Briefing:

3.3.2.1. **Q.** Well organized, included all applicable information and presented in a logical sequence. Briefed crew member responsibilities, de-confliction contracts, combat mission priorities, and sensor management. Concluded briefing in time to allow for preflight of personal equipment and aircraft. Presented briefing in a professional manner covering all pertinent items. Effectively used available briefing aids. Crew members clearly understood mission requirements. Established objectives for the mission. Presented all training events and special interest items. Included effective technique discussion for accomplishing the mission.

3.3.2.2. **Q-.** Events out of sequence, hard to follow, some redundancy. Not fully prepared for briefing. Some difficulty communicating clearly. Did not make effective use of available briefing aids. Dwelt on nonessential mission items. Omitted items pertinent, but not critical, to the mission. Limited discussion of training events or special interest items. Limited discussion of valid techniques.

3.3.2.3. **U.** Confusing presentation, poorly organized and not presented in a logical sequence. Did not allow time for preflight of personal equipment and aircraft. Failed to brief required areas. Failed to conduct or attend required briefings. Failed to use available briefing aids. Redundant with lack of continuity. Lost interest of crew members. Demonstrated lack of knowledge of subject. Presentation created doubts or confusion. Did not establish relevant objectives for the mission. Omitted essential items. Failed to discuss training events or special interest items. Presented erroneous information or did not correct erroneous information that would affect safe and effective mission accomplishment. Omitted major training events. Did not discuss valid techniques.

3.3.3. Area 3—Pre-Takeoff:

3.3.3.1. **Q.** Established and adhered to step, start, taxi and take-off times to assure thorough preflight, check of personal equipment, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives. Conducted taxi operations according to flight manual, AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, and published procedures.

3.3.3.2. **Q-.** Same as above except for minor procedural deviations which did not detract from mission effectiveness.

3.3.3.3. **U.** Omitted major item(s) of the appropriate checklist. Major deviations in procedure which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Taxi considerations were unsafe or conducted taxi operations in violation of flight manual, AFMAN 11-218and published procedures. Errors directly contributed to a late takeoff which degraded the mission or made it non-effective.

3.3.4. Area 12—Communication:

3.3.4.1. **Q.** Complete knowledge of and compliance with correct communication and Identification, Friend or Foe (IFF) procedures. Transmissions concise, accurate and utilized proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with communications security requirements, frequency hopping, and secure voice equipment (if applicable).

3.3.4.2. **Q-.** Occasional deviations from correct procedures required retransmissions or resetting codes. Slow in initiating or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness, threat warning or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence or used nonstandard terminology. Demonstrated limited knowledge of communications security requirements, frequency hopping, and secure voice equipment (if applicable).

3.3.4.3. **U.** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, threat warning or mission accomplishment. Displayed inadequate knowledge of communications security requirements, frequency hopping, and secure voice equipment (if applicable).

3.3.5. Area 28—Debriefing/Critique:

3.3.5.1. **Q.** Thoroughly debriefed the mission (or applicable portions) in a timely manner. Correctly analyzed mission results with respect to established objectives. Provided specific and objective feedback on team and individual performance. Debriefed deviations. Offered corrective guidance as appropriate. Thoroughly debriefed any breakdowns in de-confliction contracts, roles and responsibilities. Asked for reactions and inputs from other mission participants. Re-capped key points and compared mission results with mission objectives.

3.3.5.2. **Q-.** Limited debriefing. Did not thoroughly discuss performance relative to mission objectives. Minor time management problems. Debriefed mission without specific and objective feedback on individual and team performance. Did not debrief significant deviations to an acceptable level. Did not consistently seek input from other mission participants. Incomplete or inadequate re-cap of key points and comparison of mission results to mission objectives.

3.3.5.3. **U.** Did not correctly debrief mission deviations or offer corrective guidance. Used excessive time to debrief. Failed to debrief breakdowns in de-confliction contracts, roles and responsibilities. Did not provide specific and objective feedback during debriefing. Did not seek input from other mission participants. Did not re-cap key mission points nor compare mission results to mission objectives.

3.3.6. Area 29—Aircraft General Knowledge:

3.3.6.1. **Q.** Demonstrated thorough knowledge of aircraft systems, limitations and performance characteristics.

3.3.6.2. **Q-.** Knowledge of aircraft systems, limitations, and performance characteristics sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.

3.3.6.3. **U.** Demonstrated unsatisfactory knowledge of aircraft systems, limitations or performance characteristics.

3.3.7. Area 30—Airmanship/Situational Awareness (CRITICAL):

3.3.7.1. **Q.** Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension. Made appropriate decisions based on available information. Recognized the need for action. Aware of performance of self and other crew members. Aware of on-going mission status. Recognized, verbalized, and correctly acted on unexpected events.

3.3.7.2. **U.** Decisions, or lack thereof, resulted in failure to accomplish the assigned mission. Misanalysed flight conditions or failed to recognize or understand mission developments, or demonstrated poor judgment to the extent that flight safety could have been compromised. Did not recognize the need for action. Not aware of performance of self and other crew members. Not aware of on-going mission status. Failed to recognize, verbalize and act on unexpected events.

3.3.8. Area 31—Safety (*CRITICAL*):

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

3.3.8.2. **U.** Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear aircraft flight path. Operated the aircraft in a dangerous manner.

3.3.9. Area 32—Aircrew Discipline (*CRITICAL*):

3.3.9.1. **Q.** Demonstrated strict professional flight and crew discipline throughout all phases of the mission.

3.3.9.2. **U.** Failed to exhibit strict flight and crew discipline. Violated or ignored rules or instructions.

3.3.10. Area 36—Task Management:

3.3.10.1. **Q.** Correctly prioritized multiple tasks. Used available resources to manage workload. Clearly communicated and acknowledged workload and task distribution. Demonstrated high level of vigilance in both high and low workload conditions. Prepared for expected or contingency situations. Avoided the creation of self-imposed workload and stress. Recognized and reported work overloads in self and others.

3.3.10.2. **Q -.** Did not consistently and correctly prioritize multiple tasks. Did not effectively use available resources to manage workload. Did not clearly communicate and acknowledge workload and task distribution. Did not consistently demonstrate high level

of vigilance in both high and low workload conditions. Slow to prepare for expected or contingency situations. Created some self-imposed workload and stress due to lack of planning. Slow to recognize and report work overloads in self and others.

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

3.3.11. Area 37—Cockpit/Crew Resource Management:

3.3.11.1. **Q.** Provided direction or information when needed. Adapted to meet new situational demands and focused attention on the task. Asked for inputs and made positive statements to motivate crew members. Coordinated effectively with other crewmembers without misunderstanding, confusion, or undue delay. Effectively employed available resources to mitigate identified or emerging risks during the mission.

3.3.11.2. **Q-.** Crew coordination was limited though adequate to accomplish the mission. Provided limited direction or information when needed. Slow to adapt to meet new situational demands due to limited focus on task. Did not consistently seek inputs from other crew members. Limited effort to motivate crew members through positive statements. Adequately employed available resources to mitigate identified or emerging risks during the mission.

3.3.11.3. **U.** Did not provide direction or information when needed. Did not adapt to meet new situational demands and focus attention on the task. Did not ask for inputs. Made no effort to make positive statements to motivate crew members. Resulting lack of crew coordination resulted in significant degradation of mission accomplishment. Failed to employ available resources to mitigate identified or emerging risks during the mission.

3.3.12. Area 48—Preflight:

3.3.12.1. **Q.** Completed systems preflight or preflight inspections in accordance with tech orders, checklists, and instructions. Individual technique complied with established procedures.

3.3.12.2. **Q -.** Minor deviations from established systems pre-flight or pre-flight inspection. Individual technique was safe but detracted from established procedures. Used individual technique instead of established procedure and was unaware of differences.

3.3.12.3. **U.** Failed to preflight critical component or could not conduct a satisfactory pre-flight or preflight inspection. Individual techniques unsafe or in violation of established procedures.

3.3.13. Not Used.

3.3.14. Area 50—Forms/Reports/Logs:

3.3.14.1. **Q.** All required forms and flight plans were complete, accurate, readable, accomplished on time and in accordance with directives listed in **Attachment 1**.

Accurately debriefed significant events to applicable agencies (e.g., intelligence, weather, maintenance).

3.3.14.2. **Q -.** Minor errors on forms or flight plans did not affect conduct of the flight and mission. Incorrectly or incompletely reported some information due to minor errors, omissions, or deviations.

3.3.14.3. **U.** Did not accomplish required forms or flight plans. Omitted or incorrectly reported significant information due to major errors, omissions, or deviations.

3.3.15. Area 51—Personal/Professional Equipment/Flight Publications:

3.3.15.1. **Q** . Possessed all required personal and professional equipment. Displayed satisfactory knowledge of the care and use of such equipment and the contents of required publications. Required equipment inspections were current. Publications were current, contained all supplements and changes and were properly posted.

3.3.15.2. **Q -.** Did not have all required personal or professional equipment or had limited knowledge of the use or the content of required publications. Publications contained deficiencies that would not impact flight safety or mission accomplishment.

3.3.15.3. **U.** Did not have required personal or professional equipment essential for the mission. Unsatisfactory knowledge of the care and use of equipment or the content of required publications. Required equipment inspections were overdue or equipment was unserviceable. Publications were outdated or contained deficiencies that would impact flight safety or mission accomplishment.

3.3.16. Area 52—Emergency Equipment/Procedures:

3.3.16.1. **Q.** Satisfactory systems and procedural knowledge. Displayed satisfactory knowledge of location and use of emergency equipment. Operated within prescribed limits and correctly diagnosed problems. Performed or explained proper corrective action for each type of malfunction. Effectively used available aids.

3.3.16.2. **Q -.** Marginal systems and procedural knowledge. Limited knowledge of location and use of emergency equipment. 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 or available aids.

3.3.16.3. **U.** Unsatisfactory systems and procedural knowledge. Displayed unsatisfactory knowledge of emergency equipment. Exceeded flight manual limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist or available aids.

3.3.17. Area 53—Risk Management/Decision Making:

3.3.17.1. **Q.** Identified contingencies and alternatives. Gathered and cross checked relevant data before deciding. Clearly stated problems and proposed solutions. Used facts to come up with solution. Involves and informs necessary crewmembers when appropriate. Coordinated mission crew activities to establish proper balance between command authority and crewmember participation and acted decisively when the situation required.

3.3.17.2. **Q -.** Partially identified contingencies and alternatives. Made little effort to gather and cross check relevant data before deciding. Did not clearly state problems and propose solutions. Did not consistently use facts to come up with solution. Did not

effectively inform necessary crewmembers when appropriate. Did not effectively coordinate mission crew activities to establish a proper balance between command authority and crewmember participation and acted indecisively at times.

3.3.17.3. **U.** Failed to identify contingencies and alternatives. Made no effort to gather and cross check relevant data before deciding. Did not inform necessary crewmembers when appropriate. Did not use facts to come up with solution. Avoided or delayed necessary decisions which jeopardized mission effectiveness. Did not coordinate mission crew activities to establish proper balance between command authority and crewmember participation; acted indecisively.

3.3.18. Area 54—BOLDFACE – (CRITICAL):

3.3.18.1. **Q** . Able to recite or write emergency BOLDFACE items correctly with no discrepancies.

3.3.18.2. **U** . Unable to recite or write emergency BOLDFACE items correctly.

3.3.19. Area 85—Tactical Communications:

3.3.19.1. **Q.** Radio communications were concise, accurate and effectively used to direct maneuvers or describe the tactical situation.

3.3.19.2. **Q-.** Minor terminology errors or omissions occurred, but did not significantly detract from situational awareness, mutual support or mission accomplishment. Extraneous comments over primary or secondary radios presented minor distractions.

3.3.19.3. **U.** Radio communications over primary or secondary radios were inadequate or excessive. Inaccurate or confusing terminology significantly detracted from mutual support, situational awareness or mission accomplishment.

3.3.20. Area 114—Threat ID/Defensive Tactics:

3.3.20.1. **Q.** Had thorough knowledge of necessary defensive systems (if applicable) and mission tactics. Applied appropriate tactics to avoid the threat and minimize exposure. Made timely and appropriate inputs to crew during mission.

3.3.20.2. **Q-.** Limited knowledge of defensive systems (if applicable) and tactics. Minor errors in tactics selection. Was unfamiliar with the appropriate tactic for a given scenario. Did not make timely inputs to crew during mission.

3.3.20.3. **U.** Knowledge of defensive systems (if applicable) and mission tactics was unsatisfactory. Major errors in tactics selection would have resulted in an unsuccessful mission.

3.3.21. Area 228—Life Support Equipment:

3.3.21.1. **Q.** Located, inspected, distributed or demonstrated the proper use of life support or emergency equipment. Knowledge of equipment was satisfactory.

3.3.21.2. **Q -.** Difficulty locating, inspecting, or demonstrating the proper use of life support or emergency equipment. Knowledge of equipment was adequate but needs improvement.

3.3.21.3. **U.** Failed to inspect, distribute, or demonstrate the proper use of life support or emergency equipment. Knowledge of equipment was unsatisfactory.

3.3.22. Area 302—Use of Checklist:

3.3.22.1. **Q.** Consistently used the correct checklist and gave the correct response at the appropriate time throughout the mission.

3.3.22.2. **Q -.** Checklist responses were untimely and/or crewmember required continual prompting for correct responses.

3.3.22.3. **U.** Used incorrect checklist or consistently omitted checklist items. Was unable to identify the correct checklist to use for a given situation. Omitted or did not complete checklist(s) at the appropriate time.

3.3.23. Area 1040—Communications/Operations Security (COMSEC/OPSEC):

3.3.23.1. **Q.** Demonstrated thorough knowledge of communications and operations security procedures and courier procedures (if applicable). Had positive control of classified documents and information used throughout the mission. Properly stored, handled, and/or destroyed all classified equipment or information generated during the mission. Practiced sound COMSEC or OPSEC during all phases of the mission.

3.3.23.2. **Q -.** Limited knowledge of COMSEC or OPSEC procedures or courier procedures (if applicable). Limited knowledge of proper storage, handling, and destruction procedures would not have resulted in compromise of classified material and did not impact mission accomplishment.

3.3.23.3. **U.** Unsatisfactory knowledge of COMSEC or OPSEC. Classified documents or information would have been compromised as a result of improper control by examinee. Unfamiliarity with COMSEC or OPSEC procedures had or could have had a negative impact on mission accomplishment.

3.3.24. Area 1041—CSAR Knowledge:

3.3.24.1. **Q.** Demonstrated an understanding of Department of Defense (DoD) and USAF CSAR Tactics, Techniques, and Procedures (TTP), regulations, and key tasks. Effectively facilitated information passage in support of isolated personnel using correct products, terminology and methodology.

3.3.24.2. **Q -.** Demonstrated a baseline understanding of DoD and USAF CSAR TTPs, regulations, and key tasks with some limitations or deviations when passing information that detracted from the rescue effort.

3.3.24.3. **U.** Did not demonstrate understanding of DoD and USAF CSAR TTPs, regulations, and key tasks. Lack of understanding caused mission failure.

3.4. Instructor Evaluation Criteria.

3.4.1. Area 33—Instructor Performance:

3.4.1.1. **Q.** Demonstrated excellent instructor ability and communicated effectively. Provided appropriate guidance when necessary. Planned ahead, and instruction was accurate, effective, and timely. Identified and corrected potentially unsafe maneuvers or situations.

3.4.1.2. **Q-.** Problems in communication or analysis degraded effectiveness of instruction. Accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress.

3.4.1.3. **U.** Unable to effectively communicate or provide timely feedback. Did not perform, teach, or assess techniques, procedures, systems or tactics used to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers or situations in a timely manner. Made no attempt to instruct.

3.4.2. Area 47—Instructor Briefing/Debriefing:

3.4.2.1. **Q.** Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Showed an excellent 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.

3.4.2.2. **Q -.** Minor errors or omissions in briefings or critique did not affect safety or adversely affect student progress.

3.4.2.3. **U.** Briefings or debriefings were marginal or non-existent, major errors or omissions in briefings or debriefings. Did not review student past performance. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

3.4.3. Area 55—Instructor Knowledge:

3.4.3.1. **Q.** Demonstrated a high level of knowledge of all applicable aircraft systems, techniques, procedures, missions, and tactics to be performed. Possessed a high level of knowledge of all applicable publications and procedures and understood how to apply both to enhance mission accomplishment. Completed appropriate training records accurately. Comments were clear and pertinent.

3.4.3.2. **Q-.** Minor errors and deficiencies in knowledge of above areas did not affect safety or adversely affect student progress. Minor errors or omissions in training records. Comments were incomplete or slightly unclear.

3.4.3.3. **U.** Lack of knowledge of publications or procedures seriously detracted from instructor effectiveness. Could not apply knowledge of above areas. Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

3.4.4. Area 56—Demonstration of Maneuvers/Procedures:

3.4.4.1. **Q.** Effectively demonstrated procedures and techniques. Provided concise, meaningful, and timely in flight commentary. Had thorough knowledge of applicable aircraft systems, procedures, publications, and instructions.

3.4.4.2. **Q-.** Performed required maneuvers or procedures with minor deviations from prescribed parameters. In flight commentary was sometimes unclear or poorly timed,

interfering with student performance. Discrepancies in the above areas did not adversely affect safety or student progress.

3.4.4.3. **U.** Was unable to properly perform required maneuvers or procedures. Made major procedural errors. Did not provide in flight commentary or in flight commentary was incorrect or unsafe. Depth of knowledge about applicable aircraft systems, procedures, and/or proper source material was insufficient.

3.5. EPE Criteria.

3.5.1. General:

3.5.1.1. Follow the below criteria:

3.5.1.1.1. Area 29—Aircraft General Knowledge. See **paragraph 3.3.6**.

3.5.1.1.2. Area 37—Cockpit/Crew Resource Management. See **paragraph 3.3.11**.

3.5.1.2. Area 301—Emergency Procedures/Aircraft Malfunctions (General):

3.5.1.2.1. **Q.** Recognized and analyzed malfunction in a timely manner. Displayed correct, immediate response to emergency situations. Effectively used checklist.

3.5.1.2.2. **Q-.** Slow to recognize or analyze malfunction. Response to certain required steps in emergency procedures was slow or confused. Used the checklist when appropriate, but slow to locate required data and implement guidance.

3.5.1.2.3. **U.** Unable to analyze problems or take corrective action. Did not use checklist and/or lacked acceptable familiarity with its arrangement or contents.

3.5.1.3. Area 302—Checklist Usage:

3.5.1.3.1. **Q.** Effectively used checklist. Effectively coordinated with other crew members (if applicable) without misunderstanding.

3.5.1.3.2. **Q-.** Slow to use proper checklist. Coordinated with other crew members (if applicable) with minor exceptions.

3.5.1.3.3. **U.** Failed to follow checklist procedures or used incorrect checklist. Breakdown in coordination with other crewmembers (if applicable) precluded mission accomplishment or jeopardized safety.

3.5.2. All general pre-takeoff, takeoff, in-flight, and landing Emergency Procedures and aircraft malfunctions will be graded using the same criteria as Area 301.

3.5.3. Area 614—Unusual Attitude Recoveries:

3.5.3.1. **Q.** Smooth, positive recovery to level flight with correct recovery procedures.

3.5.3.2. **Q-.** Slow to analyze attitude, or erratic in recovery to level flight. Correct recovery procedures used.

3.5.3.3. **U.** Unable to determine attitude. Improper recovery procedures were used.

3.5.4. Area 615—AFMAN 11-202 Volume 3, *Flight Operations*/Use of Standby Instruments:

3.5.4.1. **Q.** If conducting in the simulator: Performed approach in accordance with directives, published procedures and techniques outlined in the Technical Order (T.O.) and

AFMAN 11-202V3, *Flight Operations*. Maintained desired glide path with only minor deviations. If conducting via table top: Accurately described AFMAN 11-202V3 procedures for an instrument approach as it relates to the use of standby instruments.

3.5.4.2. **Q-.** If conducting in the simulator: Performed approach with minor deviations to directives, published procedures and techniques outlined in the T.O. and AFMAN 11-202V3. Did not always maintain desired glide path control. If conducting via table top: Described AFMAN 11-202V3 procedures for an instrument approach as it relates to the use of standby instruments with minor deviations.

3.5.4.3. **U.** If conducting in the simulator: Performed procedures with major deviations to directives, published procedures and techniques outlined in the T.O. and AFMAN 11-202V3. Displayed erratic glide slope control. If conducting via table top: Unable to describe AFMAN 11-202V3 procedures for an instrument approach as it relates to the use of standby instruments.

3.5.5. Area 616—Alternate/Divert Airfields:

3.5.5.1. **Q.** Made proper divert decision and correctly performed initial divert execution actions.

3.5.5.2. **Q-.** Slow to make divert decision and/or slow to correctly perform initial divert execution actions.

3.5.5.3. **U.** Failed to make proper divert decision and/or correctly perform initial divert execution actions.

Chapter 4

PILOT AIRCREW EVALUATION CRITERIA

4.1. Requirements.

4.1.1. Instrument/Qualification. See **Table 2.1** for required evaluation areas.

4.1.1.1. INIT/RQ Evaluations. INIT/RQ evaluations update the eligibility for instrument/qualification evaluations. If an INIT or RQ (return to active flight duties) evaluation is administered in-unit, all required areas from **Table 2.3** must be evaluated. **(T-3)** The unit CC determines the minimum events due to Q-3 or out of eligibility re-qualification. Instructor upgrade evaluations may update the eligibility for instrument/qualification if requirements in **paragraph 4.1.1.2** are met.

4.1.1.2. Periodic Instrument/Qualification Evaluations. Instrument evaluations will not be conducted separately from qualification evaluations. **(T-3)** Pilot instrument/qualification evaluations should include approaches to airfields other than home station or deployed locations, if possible. FEs annotate in "Additional Comments" section on the AF Form 8 if an evaluation is conducted at home or deployed field along with the necessitating circumstances. Do not complete a periodic instrument/qualification evaluation unless, as a minimum, the following are observed in flight:

4.1.1.2.1. An instrument takeoff. **(T-3)**

4.1.1.2.2. One precision approach. **(T-3)**

4.1.1.2.3. One non-precision approach. **(T-3)**

4.1.1.2.4. Holding or procedure turn. **(T-3)**

4.1.1.2.5. Circling. **(T-3)**

4.1.1.2.6. VFR pattern. **(T-3)**

4.1.1.2.7. Touch and go procedures. **(T-3)**

4.1.1.2.8. Both a 100 and 50 percent flap landing. **(T-3)**

4.1.1.2.9. No Flap Landing. **(T-3) Exception:** May be omitted from the flight if accomplished during an EPE.

4.1.1.2.10. A simulated 3-engine approach, landing, and go-around (Mission Pilot Development (MPD) pilot, AC, and Instructor Pilot only). **(T-3)**

4.1.1.2.11. Fly one of the approaches without the use of the autopilot or auto-throttles. **(T-3)** Basic qualified pilots may conduct their periodic INSTM/QUAL evaluation from either seat.

4.1.1.2.12. SQ/CCs enter MCs into MPD program in accordance with AFMAN 11-2HC-130JV1 and are in dual-seat progression, left seat BAQ. MCs in the MPD program may conduct their periodic INSTM/QUAL evaluations from either seat and are coded in accordance with DAFMAN 11-401 ACC Supplement, *Aviation Management*, Table A7.5..

4.1.1.2.13. Qualified pilots may accomplish a ME (or adjusted ME) take-off and landing during basic aircraft qualification for the purposes of non-tactical airland operations for short and/or narrow runway operations. Document this qualification on the INSTM/QUAL evaluation in the remarks section of AF Form 8/8a.

4.1.2. Mission. See **Table 2.3**. or **Table 2.4** for required evaluation areas (as appropriate for qualification).

4.1.2.1. Requirements for All MP Mission Evaluations.

4.1.2.1.1. NVG Airland. NVG airland requires both an NVG landing and takeoff. **(T-2)** Normal procedures will be used. **(T-2)**

4.1.2.1.2. Maximum Effort (ME) Procedures. This event is normally accomplished as part of the mission evaluation. ME procedures are not required if it was previously evaluated during the INSTM/QUAL evaluation. If a landing zone is not available, a larger runway with clearly identifiable 500 foot touchdown zone may be used. NVG takeoff and landing may be credited if flown to ME standards. Go-arounds are permitted, provided the aircraft does not touch down short of the zone. ME landings may be conducted in a WST only with SQ/CC approval. Document approval in "Additional Comments" section of the AF Form 8.

4.1.2.1.3. SCA or Tactical Recovery. Tactical recoveries are flown according to the parameters established in AFTTP 3-3.HC-130, *Combat Fundamentals* and will include at least an SCA, Overhead, Highspeed Downwind, Random Shallow, or Random Steep Approach. **(T-3)**

4.1.2.2. INIT/RQ MP Mission Evaluations. The INIT MSN inflight evaluation may be conducted in an HC-130J, or in a like MDS with RQG/CC (or equivalent) approval, and will consist of the following events:

4.1.2.2.1. An NVG modified contour low level in mountainous terrain of at least 30 minutes to a time on target or time of arrival (TOT/TOA) event. **(T-3)**

4.1.2.2.2. A threat call and maneuver. **(T-3)**

4.1.2.2.3. Aerial Refueling Tanker Operations. **(T-3)**

4.1.2.2.4. A computed air release point (CARP) airdrop, high-altitude release point (HARP) airdrop, or MA-1/2 pilot directed airdrop. **(T-3)**

4.1.2.3. Periodic MP Evaluations. Mission evaluation requirements are listed in **paragraph 4.1.2.1** and periodic evaluations include the following:

4.1.2.3.1. An NVG modified contour low level of at least 30 minutes to a time on target or time of arrival (TOT/TOA) event; every other mission evaluation must be in mountainous terrain. **(T-3)**

4.1.2.3.2. A threat call and maneuver. **(T-3)**

4.1.2.3.3. The following events must be accomplished on at least every other periodic mission evaluation:

4.1.2.3.3.1. Aerial Refueling Tanker Operations. **(T-3)**

4.1.2.3.3.2. A CARP airdrop or HARP airdrop. **(T-3)**

4.1.2.4. Requirements for all MC Mission Evaluations.

4.1.2.4.1. NVG Airland. NVG airland requires both an NVG landing and takeoff. **(T-2)** Normal procedures will be used.

4.1.2.4.2. SCA or Tactical Recovery. Requirements are as in **paragraph 4.1.2.1.3**.

4.1.2.5. INIT/RQ Mission MC Evaluations. The INIT MSN or INIT RQ inflight evaluation may be conducted in an HC-130J, or in a like MDS with RQG/CC (or equivalent) approval, and will consist of the following events:

4.1.2.5.1. An NVG modified contour low level in mountainous terrain of at least 30 minutes to a TOT/TOA event. **(T-3)**

4.1.2.5.2. A threat call and maneuver. **(T-3)**

4.1.2.5.3. Aerial Refueling Tanker Operations. **(T-3)**

4.1.2.5.4. A CARP airdrop or HARP airdrop. **(T-3)**

4.1.2.6. Periodic MC Evaluations. Mission evaluation requirements are listed in **paragraph 4.1.2.4** and periodic evaluations include the following:

4.1.2.6.1. An NVG modified contour low level of at least 30 minutes to a TOT/TOA event. **(T-3)**

4.1.2.6.2. A threat call and maneuver. **(T-3)**

4.1.2.6.3. The following events must be accomplished on at least every other periodic mission evaluation:

4.1.2.6.3.1. Aerial Refueling Tanker Operations (to astern only). **(T-3)**

4.1.2.6.3.2. A CARP airdrop or HARP airdrop. **(T-3)**

4.1.2.7. Pilots completing evaluations in units north of the 60-degree parallel may conduct the periodic mission evaluation as a day visual route every other evaluation. **(T-3)**

4.1.3. Special Qualifications Evaluations.

4.1.3.1. Air-to-Air Refueling (AAR) Contact.

4.1.3.1.1. INIT/RQ. The evaluation profile will include a rendezvous, join-up, contact, and breakaway. **(T-2)** For PQPs identified for AC upgrade, AAR will be accomplished during INIT Instrument/Qualification or INIT MSN (MP) evaluation. **(T-2)** For these PQP only, if unable due to scheduling or equipment shortfalls, a restriction will be placed in the AF Form 8 until an optional (SPOT) evaluation or next periodic accomplishes the event. **(T-2)**

4.1.3.1.2. Periodic Evaluations. A periodic evaluation is not required. Maintenance and loss of currency or qualification will be in accordance with AFMAN 11-2HC-130JV1 and HC-130J RTM.

4.1.3.1.3. A SPOT evaluation will be accomplished at the gaining unit per AFMAN 11-2HC-130JV1 (or equivalent guidance) as part of combat mission readiness

certification training, AC qualification training, or after a loss of AAR qualification in accordance with AFMAN 11-2HC-130JV1 and HC-130J RTM.

4.1.3.1.4. Air-to-air refueling qualification is only required in one C-130J MDS. Once AAR qualified, air-to-air refueling may be conducted in any AAR capable C-130J variant in which the pilot is qualified and differences trained.

4.2. Pilot Evaluation Criteria. Where different grading standards apply, graded areas will be split into two separate paragraphs labeled "(MP)," for pilots who have completed Aircraft CC upgrade qualification, and "(MC)," for those who have completed Mission Qualification and are enrolled in the MPD program but have not yet completed the AC upgrade program. At all times, evaluators will grade to the highest qualification attained for the pilot being evaluated. (T-2) *Example:* If evaluatee is designated as the crew copilot for an upcoming deployment, but has successfully completed the MP evaluation, then evaluatee will be graded against MP standards.

4.2.1. Area 4—Takeoff:

4.2.1.1. **Q.** Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with T.O. 1C-130(H)J-1, *Flight Manual, USAF Series HC-130J Aircraft* and AFTTP 3-3.HC-130 procedures.

4.2.1.2. **Q-.** Minor procedural deviations. Control was inconsistent, rough or erratic. Deviation from runway centerline was less than 30 feet.

4.2.1.3. **U.** Takeoff potentially dangerous. Exceeded aircraft systems limitations or violated applicable flight rules. Over-controlled aircraft resulting in excessive deviations (greater than or equal to 30 feet) from intended flight path or runway centerline.

4.2.2. Area 6—Departure:

4.2.2.1. **Q.** Performed departure as published or directed and complied with all restrictions.

4.2.2.2. **Q-.** Minor deviations in airspeed and navigation occurred during completion of departure.

4.2.2.3. **U.** Failed to comply with published or directed departure instructions such as ground track, air traffic control instruction, or performance requirements.

4.2.3. Area 8—Cruise/Navigation:

4.2.3.1. **Q.** Demonstrated satisfactory capability to navigate using all available means. Used appropriate navigation procedures and configured aircraft for navigation consistent with airspace requirements. Ensured Navigational Aids (NAVAIDS) were properly tuned, identified, and monitored. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.

4.2.3.2. **Q-.** Minor errors in procedures or use of navigation equipment. Some deviations in tuning, identifying, and monitoring NAVAIDS. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.

4.2.3.3. **U.** Major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded parameters for **Q-** criteria.

4.2.4. Area 11—Fuel Planning:

4.2.4.1. **Q.** (MP) Demonstrated satisfactory knowledge of the type and use of data contained in fuel planning instructions. "Enroute fuel" computation errors did not exceed 3% of planned flight profile. Correctly computed, briefed, and performed fuel management procedures and contingencies. Correctly computed an equal time point (ETP), when required. Manual fuel planning procedures were demonstrated at the discretion of the examiner.

4.2.4.2. **Q-.** (MP) Displayed limited knowledge of fuel planning instructions. "Enroute Fuel" computation errors did not exceed 5% of planned flight profile. Fuel management procedures and/or ETP computed with minor mathematical errors or omissions that would not adversely affect mission accomplishment. Fuel planning did not account for mission-event restrictions at the time of execution but did not exceed operating limitations.

4.2.4.3. **U.** (MP) Displayed inadequate knowledge of fuel planning instructions. Fuel computations and/or ETP were not completed or contained major errors or omissions. If constructed, range control chart had major errors and omissions. Exceeded **Q-** criteria.

4.2.4.4. **Q.** (MC) Demonstrated satisfactory knowledge of the type and use of data contained in fuel planning instructions. “Enroute fuel” computation errors did not exceed 5% of planned flight profile. Correctly, briefed or demonstrated fuel balancing and crossfeed operations. Able to identify, and plan for fuel balance restrictions as it relates to mission events (such as ME landings).

4.2.4.5. **Q-.** (MC) Demonstrated limited knowledge of fuel planning and fuel planning instructions. “Enroute Fuel” computation errors did not exceed 8% of planned flight profile. Minor errors in understanding of fuel balancing or crossfeed operations. Did not identify correct or plan for fuel restrictions for mission events that did not affect safety or execution of the mission.

4.2.4.6. **U.** (MC) Exceeded **Q-** criteria. Unsatisfactory knowledge of fuel planning and fuel planning instructions. Unable to brief or demonstrate correct fuel balancing or crossfeed operations. Unaware of fuel balance restrictions as they relate to mission specific events.

4.2.5. Area 17—Air to Air Refueling (AAR) Receiver Procedures:

4.2.5.1. **Q.** Expeditiously established and maintained proper position. Used proper procedures. Aircraft control was positive and smooth. Maintained the contact position for 5 minutes (at least 5 minutes continuous) with no more than one pilot-induced disconnect. For MPs, maintain the pre-contact position for at least two minutes.

4.2.5.2. **Q-.** Slow to recognize and apply needed corrections to establish and maintain proper position. Aircraft control was not always positive and smooth, but adequate. Accomplished published or directed procedures with deviations or omissions that did not affect the successful completion of air refueling. Maintained the contact position for at least 5 minutes with no more than two pilot-induced disconnects.

4.2.5.3. **U.** Erratic in the pre-contact or refueling position. Made deviations or omissions that affected flight safety and/or the successful completion of the air refueling. Used unacceptable procedures. Excessive time to hookup delayed mission accomplishment.

Performance caused excessive and unnecessary pilot-induced disconnects that delayed mission accomplishment. Performance caused more than two pilot-induced disconnects or delayed mission accomplishment. For MPs, unable to safely maintain the pre-contact position.

4.2.6. Area 18—Descent:

4.2.6.1. **Q.** Performed descent as directed, complied with all restrictions. Properly set altimeters and tuned, identified, and monitored all NAVAIDS. Managed descent to arrive at assigned or published altitude in a reasonable distance or time.

4.2.6.2. **Q-.** Performed descent as directed with minor deviations. Slow to comply with controller instructions, set proper altimeter setting. Delayed tuning, identifying, or monitoring proper NAVAIDS. Slow to make corrections. Slow to descend if given pilot discretion resulting in high descent or inability to meet altitude restrictions.

4.2.6.3. **U.** Performed descent with major deviations. Failed to follow controller instructions. Failed to tune, identify, or monitor NAVAIDS or set altimeters properly. Erratic corrections were observed. Required substantial maneuvering to arrive at assigned or published altitude.

4.2.7. Area 19—Go-Around (VFR Procedures):

4.2.7.1. **Q.** Initiated and performed go-around promptly in accordance with flight manual and operational procedures and directives.

4.2.7.2. **Q-.** Slow to initiate go-around or procedural steps.

4.2.7.3. **U.** Did not initiate go-around when appropriate or directed. Applied incorrect procedures.

4.2.8. Area 23—VFR Pattern/Approach:

4.2.8.1. **Q.** Performed patterns or approaches in accordance with T.O. and AFTTP 3-3.HC-130 procedures, techniques, and local directives. Aircraft control was smooth and positive. Accurately aligned with runway. Maintained proper or briefed airspeed.

4.2.8.2. **Q-.** Performed patterns or approaches with minor deviations to T.O. and AFTTP 3- 3.HC-130 procedures, techniques, and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Slow to correct to proper or briefed airspeed.

4.2.8.3. **U.** Approaches not performed in accordance with T.O. and AFTTP 3-3.HC-130 procedures, techniques, and local directives. Erratic aircraft control. Large deviations in runway alignment. Exceeded **Q-** parameters.

4.2.9. Area 26—After Landing:

4.2.9.1. **Q.** Appropriate after landing checks and aircraft taxi procedures accomplished in accordance with T.O. and applicable directives. Completed all required forms accurately.

4.2.9.2. **Q-.** Same as qualified except some deviations or omissions noted in performance of after landing check or aircraft taxi procedures in which safety was not jeopardized. Required forms completed with minor errors.

4.2.9.3. **U.** Major deviations or omissions were made in performance of after-landing check or aircraft taxi procedures which could have jeopardized safety. Data recorded inaccurately or omitted.

4.2.10. Area 38—Takeoff and Landing Data (TOLD):

4.2.10.1. **Q.** Correctly computed the TOLD data using applicable performance data and corrections for existing field conditions. Was fully knowledgeable of takeoff and landing performance data.

4.2.10.2. **Q-.** Minor errors in the use of applicable performance charts, computing the performance data, or correcting for existing field conditions resulting in data exceeding Q-criteria. Incorrectly transcribed Mini TOLD data. Had some knowledge of takeoff and landing performance data. Would not have compromised safety of flight.

4.2.10.3. **U.** Failed to compute TOLD data, omitted necessary corrections for existing field conditions, or errors in computing performance data resulted in airspeeds and/or landing distances exceeding **Q-** criteria. Limited knowledge of takeoff and landing performance data. Did or could have compromised safety of flight.

4.2.11. Area 57—Reverse Taxi:

4.2.11.1. **Q.** Complied with all directives concerning reverse taxi. Adequately briefed procedures and complied with loadmaster (LM) directions. Aircraft control and throttle technique was smooth and positive.

4.2.11.2. **Q-.** Minor deviations to reverse taxi procedures. Briefing hard to follow but no compromise of safety. Slow to respond to LM directions. Some over control or under control.

4.2.11.3. **U.** Major deviations to procedures or directives. Failed to brief procedures or briefing created doubts or confusion amongst the flight crew. Failed to respond to LM directions. Aircraft control was unsafe or could have resulted in damage to the aircraft or property, or injury to personnel.

4.3. Pilot Evaluation Criteria—Instruments.

4.3.1. Area 61— Holding/Course Reversal/Procedure Turn:

4.3.1.1. **Q.** Performed entry and holding in accordance with published procedures and directives. Holding pattern limit exceeded by not more than the criteria listed in **Table 3.1**.

4.3.1.2. **Q-.** Minor deviations to procedures or directives. Holding pattern limit exceeded by not more than the criteria listed in **Table 3.1**.

4.3.1.3. **U.** Holding was not in accordance with published procedures and directives. Exceeded criteria for **Q-** or holding pattern limits.

4.3.2. Area 62—Instrument Enroute Descent:

4.3.2.1. **Q.** Performed the enroute descent and approach as published or directed and in accordance with applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.

4.3.2.2. **Q-.** The enroute descent and approach with minor deviations. Complied with all restrictions. Slow to make corrections.

4.3.2.3. **U.** Performed the enroute descent and approach with major deviations. Erratic corrections.

4.3.3. Area 63—Instrument Patterns:

4.3.3.1. **Q.** Performed procedures as published or directed and in accordance with T.O. procedures. Smooth and timely response to controller instruction.

4.3.3.2. **Q-.** Performed procedures with minor deviations. Slow to respond to controller instruction.

4.3.3.3. **U.** Performed procedures with major deviations and erratic corrections. Failed to comply with controller instruction.

4.3.4. Area 64—Non-Precision Approach:

4.3.4.1. **Q.** Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at Minimum Descent Altitude (MDA) at or before published or computed Visual Descent Point (VDP) and published Missed Approach Point (MAP). Position would have permitted a safe landing.

4.3.4.1.1. Localizer less than one dot deflection.

4.3.4.1.2. Minimum Descent Altitude +100/-0 feet.

4.3.4.2. **Q-.** Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing.

4.3.4.2.1. Localizer within two dots deflection.

4.3.4.2.2. Minimum Descent Altitude +150/-50 feet.

4.3.4.3. **U.** Did not comply with published or directed procedures or restrictions. Exceeded **Q-** limits. Maintained steady-state flight below the MDA, even though the 50 foot limit was not exceeded. Could not land safely from the approach. **Note:** The 50 foot tolerance applies only to momentary excursions.

4.3.5. Area 66—Precision Approach (If PAR flown) (See **Table 2.3**., Note 1):

4.3.5.1. **Q.** Performed procedures as directed and in accordance with T.O. procedures. Smooth and timely response to controller's instructions. Complied with decision height. Position would have permitted a safe landing. Maintained glide path with only minor deviations.

4.3.5.1.1. Heading within 5 degrees of controller's instructions.

4.3.5.1.2. Initiated missed approach (if applicable) at decision height.

4.3.5.2. **Q-.** Performed procedures with minor deviations. Slow to respond to controller's instructions. Position would have permitted a safe landing. Improper glide path control.

4.3.5.2.1. Heading within 10 degrees of controller's instructions.

4.3.5.2.2. Initiated missed approach (if applicable) at decision height, +50/-0 ft.

4.3.5.3. **U.** Performed procedures with major deviations. Did not respond to controller's instructions. Erratic corrections. Exceeded **Q-** limits. Did not comply with decision height and/or position would not have permitted a safe landing. Erratic glide path control.

4.3.6. Area 66—Precision Approach (If Instrument Landing System (ILS) flown) (See **Table 2.3**., Note 1):

4.3.6.1. **Q.** Performed procedures as published and in accordance with FSD procedures. Smooth and timely corrections to azimuth and glide slope. Complied with decision height and position would have permitted a safe landing.

4.3.6.1.1. Glide slope and azimuth within one dot.

4.3.6.1.2. Initiated missed approach (if applicable) at decision height.

4.3.6.2. **Q-.** Performed procedures with minor deviations. Slow to make corrections or initiate procedures. Position would have permitted a safe landing.

4.3.6.2.1. Glide slope within one dot low to two dots high.

4.3.6.2.2. Azimuth within two dots.

4.3.6.2.3. Initiated missed approach (if applicable) at decision height, +50/-0 ft.

4.3.6.3. **U.** Performed procedures with major deviations. Erratic corrections. Exceeded **Q-** limits. Did not comply with Decision Height or position at Decision Height would not have permitted a safe landing.

4.3.7. Area 67—Missed Approach/Climb-Out:

4.3.7.1. **Q.** Executed missed approach and climb-out as published/directed. Completed all actions in accordance with T.O. procedures.

4.3.7.2. **Q-.** Executed missed approach and climb-out with minor deviations. Slow to comply with published procedures, controller's instructions or flight manual procedures.

4.3.7.3. **U.** Executed missed approach and climb-out with major deviations, or did not comply with applicable directives.

4.3.8. Area 68—Circling/Sidestep Approach:

4.3.8.1. **Q.** Performed circling/sidestep approach in accordance with procedures and techniques outlined in the T.O. and AFMAN 11-202V3. Aircraft control was positive and smooth. Proper runway alignment.

4.3.8.2. **Q-.** Performed circling/sidestep approach with minor deviations to procedures and techniques outlined in the T.O. and AFMAN 11-202V3. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but go-around not required.

4.3.8.3. **U.** Circling/sidestep approach not performed in accordance with procedures and techniques outlined in the T.O. and AFMAN 11-202V3. Erratic aircraft control. Large deviations in runway alignment required go-around.

4.3.9. Area 69—Instrument Cross-Check:

4.3.9.1. **Q.** Effective instrument cross-check. Smooth and positive aircraft control throughout flight. Meets "**Q**" criteria listed in General Criteria, applicable special events or instrument final approaches.

4.3.9.2. **Q-.** Slow instrument cross-check. Aircraft control occasionally abrupt to compensate for recognition of errors. Meets "**Q-**" criteria listed in General Criteria, applicable special events or instrument final approaches.

4.3.9.3. **U.** Inadequate instrument cross-check. Erratic aircraft control. Exceeded **Q-** limits.

4.3.10. Area 70—Engine Out Approach—use approach criteria for the type of approach being flown and the following:

4.3.10.1. **Q.** Performed procedures in accordance with the flight manual and associated directives. Individual technique complied with established procedures. Proper control inputs were used to correct asymmetric condition. Aircraft was properly trimmed. Proper consideration was given to maneuvering regarding the "dead" engine.

4.3.10.2. **Q -.** Minor deviations in procedures. Aircraft control allowed the aircraft to occasionally be in uncoordinated flight. Unnecessary maneuvering due to minor errors in planning or judgment.

4.3.10.3. **U.** Major or unsafe deviations from procedures. Individual technique unsafe or in violation of established procedures. Aircraft was not properly trimmed. Aircraft control was erratic and consistently resulted in uncoordinated flight. Maneuvering with regard to the "dead" engine was potentially unsafe.

4.3.11. Area 71—50 and 100 Percent Flap Landing.

4.3.12. Area 72—No Flap Landing. See **paragraph 4.3.14**.

4.3.13. Area 73—Engine-Out Landing. See **paragraph 4.3.14**.

4.3.14. Area 71, Area 72, and Area 73—The following criterion are written to generally apply to all landings. Flight examiners apply these criteria judiciously to allow for the unique characteristics of each type of landing. Where runway configuration, arresting cable placement, or flight manual limitations require an adjustment to the desired touchdown point; identify a simulated runway threshold and the grading criteria applied accordingly. For instrument approaches, the examinee should utilize a normal glide slope from either the decision height or from a point where visual acquisition of the runway environment is made.

4.3.14.1. **Q.** Performed landing as published or directed. Crossed threshold at threshold speed +/- 5 knots at proper attitude. Smooth and positive aircraft control throughout the round out and flare. Touched down with no crab, and not more than 15 feet left or right of centerline. Complied with flight manual procedures for the use of brakes and reverse thrust. Met the following criterion:

4.3.14.1.1. Touchdown Speed: +/-5 knots.

4.3.14.1.2. Touchdown Point: 1000 feet–2000 feet from the actual or simulated runway threshold.

4.3.14.2. **Q -.** Performed landing with minor deviations to procedures as published or directed. Crossed threshold at threshold speed +10/-5 knots slightly high or low but no compromise of safety. Touched down not more than 25 feet left or right of centerline. Exceeded **Q** criteria but not the following:

4.3.14.2.1. Touchdown speed: +10/-5 knots.

4.3.14.2.2. Touchdown point: 0 feet - 1000 feet or 2001feet - 3000 feet from the actual or simulated runway threshold.

4.3.14.3. **U.** Landing not performed as published. Crossed threshold excessively high or low and more than +10/-5 knots. Touched down excessively crabbed and more than 25 feet left or right of centerline. Failed to comply with flight manual procedures for the use of brakes and reverse thrust. Exceeded **Q-** criteria.

4.3.15. Area 74—Engine-Out Go-Around-use Area 67 criteria and the following:

4.3.15.1. **Q.** Applied smooth, coordinated control inputs. Rudder and aileron inputs were in the correct direction. Maneuvering appropriate with regard to the "dead" engine. Individual technique complied with established procedures.

4.3.15.2. **Q -**. Rudder and aileron inputs were in correct direction but some over or under control. Individual techniques were safe but detracted from the maneuver.

4.3.15.3. **U** . Rudder and/or aileron inputs were incorrect. Maneuvering with regard to the "dead" engine potentially unsafe. Failed to comply with or consider minimum control speeds. Individual technique unsafe or violated established procedures.

4.3.16. Area 75—Touch and Go Landing (touchdown through lift-off):

4.3.16.1. **Q** . Performed procedures in a timely manner and in accordance with the flight manual and local directives. Smooth and positive control. Maintained runway centerline within 15 feet left or right throughout the touch and go.

4.3.16.2. **Q -**. Performed procedures with minor deviations. Aircraft control was safe but not consistently smooth and positive. Delayed accomplishment of required checklists. Consistently left or right of centerline but within 25 feet.

4.3.16.3. **U** . Major deviations to procedures. Displayed erratic or unsafe aircraft control. Excessively delayed or misapplied required checklists. Allowed aircraft to drift more than 25 feet left or right of centerline and remained more than 25 feet left or right of centerline.

4.4. Pilot Evaluation Criteria—Tactical Employment.

4.4.1. Area 81—Tactical/Mission Plan:

4.4.1.1. **Q.** Realistic, well-developed plan that encompassed mission objectives, threats and capabilities of all flight members. Addressed contingencies in development of plan.

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

4.4.1.3. **U.** Major errors in the plan precluded accomplishment of the stated objectives.

4.4.2. Area 83—Tactical Employment/Mission Execution:

4.4.2.1. **Q.** Correctly planned, brief, prioritized, and executed a tactical employment plan consistent with threats, current directives, and good judgement. Incorporated astute sensor and signature management into planning and execution. Able to adapt to changing environment with good situational awareness accounting for threats, changes in tasking and airspace restrictions.

4.4.2.2. **Q-.** Minor omissions in tactical planning and briefing or deviations from established priorities and execution. Lack of coherent plan for sensor and signature management that did not detract to overall mission execution. Slow to adapt to changing environment account for threats, changes in tasking, or airspace restrictions.

4.4.2.3. **U.** Incorrectly planned, briefed, or failed to prioritize mission objectives based on threats, current directives, situational awareness, or good judgement. Unable to accurately assess or manage onboard sensors. Poor signature management would have jeopardized mission accomplishment or unnecessarily exposed aircraft to simulated threats. Failed to reach mission objective area or accomplish mission objectives.

4.4.3. Area 89—Ingress:

4.4.3.1. **Q.** Aware of all known or simulated threats and defenses. Employed effective use of evasive maneuvers, and/or route and altitude selection.

4.4.3.2. **Q-.** Ignored some of the known or simulated threats and defenses. Improper use of evasive maneuvers, and/or route and altitude selection resulted in unnecessary exposure.

4.4.3.3. **U.** Failed to honor known or simulated threats and defenses significantly reducing survivability. Failed to employ effective evasive maneuvers, and/or route or altitude threat de-confliction.

4.4.4. Area 90—Egress:

4.4.4.1. **Q.** Effectively used evasive maneuvers to complete an expeditious egress from the target area.

4.4.4.2. **Q-.** Egress contributed to unnecessary exposure to threats and delayed departure from target area.

4.4.4.3. **U.** Egress caused excessive exposure to threats. Return was not accomplished or resulted in excessive exposure to threats.

4.4.5. Area 92—Time Control:

4.4.5.1. **Q.** Accurately used all available data to arrive at the objective on time. Recomputed TOT/TOA in-flight as necessary.

4.4.5.2. **Q-.** Arrived at the objective on time but used excessive timing maneuvers or airspeed changes. Minor deviations in computing TOT/TOA in-flight as necessary.

4.4.5.3. **U.** Exceeded **Q-** TOT/TOA for Tanker AAR, AD, SCA, or AAR. Could not accurately establish new TOT/TOA while airborne, when required.

4.4.6. Area 93—Training Rules/Rules of Engagement (ROE):

4.4.6.1. **Q.** Adhered to and knowledgeable of all training rules or ROE.

4.4.6.2. **Q-.** Minor deviations. Made timely and positive corrections. Did not jeopardize safety of flight.

4.4.6.3. **U.** Significant deviations indicating a lack of knowledge of training rules or ROE. Jeopardized safety of flight.

4.4.7. Area 208—Sea Rescue Kit Delivery: Use Area 260 criteria (as appropriate).

4.4.7.1. **Q.** Correctly delivered Sea Rescue Kit, bracketing the survivor within 100 feet. Kit was delivered on the correct side (upwind or downwind). Displayed thorough knowledge of delivery method.

4.4.7.2. **Q-.** Airdrop within 300 feet of the survivor, properly bracketed on correct side (upwind or downwind). Difficulty flying the required procedure, but able to deliver kit safely.

4.4.7.3. **U.** Delivery not in accordance with flight manual, directives, or published procedures. Airdrop greater than 300 feet from the survivor. Kit delivered to incorrect side (upwind or downwind). Aircraft was flown in an erratic manner. Exceeded **Q-** criteria.

4.4.8. Area 209—Rescue Airdrops. Use Area 260 criteria.

4.4.9. Area 251—NVG Airland: NVG Airland may be evaluated utilizing normal or ME procedures. At a minimum, NVG airland requires both an NVG landing and takeoff. **(T-2)** Pilots conducting evaluations in units north of the 60-degree parallel who enter their in-phase period between 1 April and 30 September may conduct the periodic mission evaluation as a day airland every other evaluation.

4.4.9.1. For non-assault NVG airland operations use the following areas for detailed criteria:

4.4.9.1.1. Area 4—Takeoff

4.4.9.1.2. Area 71—100/50 Percent Landing

4.4.9.1.3. Area 75—Touch-and-Go Landing

4.4.9.1.4. Area 67—Missed Approach/Go-Around.

4.4.9.1.5. If using assault procedures during NVG airland procedures, additionally use the Areas 255 through 257.

4.4.9.2. **Q.** Takeoff, landing, and missed approach criteria listed were not exceeded. Displayed satisfactory knowledge of NVG airland procedures. Thoroughly analyzed departure, landing runway and surrounding terrain.

4.4.9.3. **Q-.** Minor deviations in knowledge or published procedures. Errors did not affect safety or mission accomplishment.

4.4.9.4. **U.** Procedures not in accordance with flight manual, directives, or published procedures. Unable to analyze NVG airland constraints or verbalize concerns posed by terrain or other factors. Could not describe or apply above terms. Displayed unsatisfactory knowledge of NVG airland procedures. Major errors impacting safety and mission accomplishment.

4.4.10. Area 252—NVG Low Level:

4.4.10.1. **Q.** Planned and flew a route to minimize risk to aircraft and crew for a given mission using NVG procedures in accordance with governing directives or procedures. Avoided excessive or numerous low altitude warnings. Flew appropriate profile for terrain and environmental conditions.

4.4.10.2. **Q-.** Had numerous low altitude warnings but no significant compromise to safety. Minor deviations from published directives or procedures and airspeed profile.

4.4.10.3. **U.** Had excessive amount of low altitude warnings or routinely below low level altitudes. Major deviations from established directives and procedures which jeopardized safety or mission effectiveness.

4.4.11. Area 254—Tactical Recoveries: SCAs, overhead, downwind, random steep, and random shallow approaches are all considered tactical recoveries for the purpose of evaluations.

4.4.11.1. **Q.** Followed procedures as briefed and in accordance with flight manual, directives, or published procedures. Displayed smooth, positive control throughout the recovery. Aircraft was in position to intercept glide path for normal landing. Gave proper consideration to threat location and adjusted pattern accordingly. Constantly cleared area of intended flight.

4.4.11.2. **Q-.** Performed recovery with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glide path for normal landing.

4.4.11.3. **U.** Recovery not performed in accordance with flight manual, directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach, requiring a go-around or potentially unsafe maneuvering to intercept final. Failed to consider threat location or proximity and/or maneuvering could have placed the aircraft within lethal range of given threat system. Did not clear area of intended flight.

4.4.12. Area 255—Max Effort Procedures:

4.4.12.1. **Q.** (MP) Displayed satisfactory knowledge of ME procedures. Could describe and apply terms such as acceleration check speed, minimum field length for ME take-off (MFLMETO), three-engine Vmca, etc. Thoroughly analyzed departure runway, landing runway and surrounding terrain. Conducted PF or PM duties as described in applicable technical orders (T.O.), and AFMANs. Managed radio calls, checklists, and climb profile effectively. Reviewed all applicable TOLD and thoroughly briefed crew on their duties.

4.4.12.2. **Q-.** (MP) Minor deviations in knowledge or published procedures. Minor errors in describing or applying above terms. Minor errors or omissions in TOLD or crew briefing. Required unnecessary prompting, crew input, or was late to identify procedural deficiencies Safe but ineffective as either PF or PM during ME procedures.

4.4.12.3. **U.** (MP) Procedures not in accordance with flight manual, directives, or published procedures. Unable to analyze landing zone constraints or verbalize concerns posed by terrain or other factors. Could not describe or apply above terms. Major errors in TOLD data review or crew briefing. Displayed unsatisfactory knowledge of ME procedures as either PF or PM.

4.4.12.4. **Q** . (MC) Displayed satisfactory knowledge of ME procedures including use of acceleration check time, AFMLMETO and MFLMETO differences, as well as relevant ground/airspeed. Conducted PM duties as described in applicable T.O.s, AFMANs or briefed by PF. Managed checklists, any appropriate radio calls, and aided in climb profile management.

4.4.12.5. **Q-** . (MC) Displayed limited knowledge of ME procedures including use of acceleration check time, AFMLMETO and MFLMETO differences, as well as relevant ground/airspeed. Conducted PM duties as described in applicable T.O.s, AFMANs or briefed by PF with additional or corrective additional input. Late to call or run checklists or perform required radio calls. Unsatisfactory identification or understanding of T.O. climb profile and/or application to current situation. Safety not compromised.

4.4.12.6. **U** . (MC) Exceeded **Q-** standards. Displayed unsatisfactory knowledge of ME procedures including use of acceleration check time, AFMLMETO and MFLMETO differences, as well as relevant ground/airspeed. Conducted PM duties as described in applicable T.O.s, AFMANs or briefed by PF in an unsatisfactory manner. Skipped or missed required checklists, radio calls or identify hazards/obstacles along climbout flightpath. Safety of flight compromised or would have been compromised without excessive input or corrective direction.

4.4.13. Area 256—Max Effort Takeoff:

4.4.13.1. **Q.** Maintained smooth positive control throughout departure roll and takeoff. Climbed on speed and decreased angle of attack once clear of obstacle.

4.4.13.2. **Q-.** Control inputs were abrupt or slow to correct. Minor deviations from published or briefed procedures did not jeopardize safety. Deviations from runway centerline did not hinder safe ground roll or departure from briefed or actual landing zone.

4.4.13.3. **U.** Takeoff was not in accordance with flight manual, directives, or published procedures. Did not use Vmca when conditions permitted. Raised flaps too quickly with relation to airspeed. Exceeded 30 ft from centerline minimum control speed on the ground (Vmcg) standard. Performance of maneuver jeopardized safety.

4.4.14. Area 257— Max Effort Landing:

4.4.14.1. **Q.** Maintained briefed approach path. Used proper aim points with positive corrections, as necessary. Touched down on centerline within the zone (defined as the first 500 feet of usable runway) without excessive bouncing or crab. Maintained runway centerline during rollout.

4.4.14.2. **Q-.** Minor deviations to published procedures. Aim point wandered or corrections were not smooth or timely. Landed in zone but had excessive bouncing or crab. Touchdown was no more than 10 feet from zone centerline.

4.4.14.3. **U.** Touchdown short of the landing zone. Touchdown beyond the landing zone and did not execute a go-around. Exceeded **Q-** criteria.

4.4.15. Area 260—Airdrop Procedures:

4.4.15.1. **Q.** Applied proper procedures and correctly entered as well as verified information into the computer. Was within 200 yards of calculated release point. Track was in accordance with mission plan or as updated by crew. Aircraft configuration was correct.

4.4.15.1.1. Airspeed. +/- 5 knots.

4.4.15.1.2. Altitude. +/- 50 feet, but no lower than minimum drop altitude for the parachute.

4.4.15.2. **Q-.** Slow to apply proper procedures or entered in incorrect information into the computer but did not adversely affect the airdrop. Within 300 yards calculated release point or formation position at green light. No drop due to crew error but was called by the crew. Minor errors in aircraft configuration but would not impede mission accomplishment.

4.4.15.2.1. Airspeed. + 10/- 5 knots.

4.4.15.2.2. Altitude. +/- 100 feet, but no lower than minimum drop altitude for the parachute.

4.4.15.3. **U.** Was unable to identify Drop Zone (DZ) due to poor technique or pilot error. Did not fly proper alignment or was unaware of alignment error. Mission not accomplished due to aircraft configuration, poor DZ acquisition, alignment, or deviation from procedures, caused by pilot error or omission. Did not recognize a no-drop situation. Exceeded **Q-** criteria or any drop below minimum altitude for the parachute.

4.4.16. Area 266—Pararescue (PJ) Directed Airdrop:

4.4.16.1. **Q.** Correctly followed briefed airdrop procedures. Flew stable platform, effectively coordinated airdrop with jumpmaster.

4.4.16.2. **Q-.** Minor deviations to published or briefed procedures, but able to complete airdrop safely. Erratic aircraft control caused problems with jumpmaster's directions.

4.4.16.3. **U.** Airdrop not in accordance with flight manual, directives, or published procedures. Unable to coordinate with jumpmaster to successfully accomplish the airdrop. Exceeded **Q-** criteria.

4.4.17. Area 280—Aerial Refueling Tanker Operations:

4.4.17.1. **Q.** Performed aerial rendezvous, join-up, and disconnect procedures as published or directed. Maintained positive aircraft control throughout the refueling event. Responded quickly and accurately to situations requiring an emergency breakaway. Correctly performed emergency breakaway or verbally evaluated event to the satisfaction of the examiner. Airspeed. +/- 5 knots. No lower than Minimum Operating Speed (MOS).

4.4.17.2. **Q-.** Performed procedure with minor deviations. Slow to make aircraft attitude corrections. Aircraft control was not consistently smooth and positive. Emergency breakaway performed with minor discrepancies not affecting safety or verbally evaluated event with minor discrepancies noted. Airspeed. + 10/- 5 knots. No lower than MOS.

4.4.17.3. **U.** Refueling not performed in accordance with flight manual, directives, or published procedures. Made erratic corrections throughout the aerial refueling. Did not respond accurately to situation requiring emergency breakaway. Performed emergency

breakaway with major discrepancies or verbally evaluated event with major errors noted. Exceeded **Q-** criteria.

4.4.18. Area 738—Automation Management:

4.4.18.1. **Q.** Established or followed guidelines for the operation of automated systems; aware of when systems should be disabled, and when programming actions are verbalized and acknowledged. Established or followed PF and PM responsibilities regarding automated systems. Periodically reviewed and verified the status of aircraft automated systems. Verbalized and acknowledged entries and changes to automated systems parameters. Allowed sufficient time for programming the mission computer. 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.

4.4.18.2. **Q-.** Had limited knowledge of guidelines for the operation of automated systems; unclear as to when systems should be disabled, or when programming actions are verbalized and acknowledged. Slow to establish or follow PF and PM responsibilities regarding automated systems. Slow to review and verify the status of aircraft automated systems. Inconsistently verbalized and acknowledged entries and changes to automated systems parameters. Did not always allow sufficient time for programming the mission computer. Inconsistently used automated systems at appropriate levels.

4.4.18.3. **U.** Did not establish or follow guidelines for the operation of automated systems; unaware of when systems should be disabled, or programming actions that are verbalized an acknowledged. Did not establish or follow PF and PM responsibilities with regard to automated systems. Did not periodically review and verify the status of aircraft automated systems. Did not verbalize and acknowledge entries and changes to automated systems parameters. Failed to allow sufficient time for programming the mission computer. 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 5

CSO EVALUATION CRITERIA

5.1. Requirements. See **Table 2.1**., **Table 2.2**, and **Table 2.5** for required evaluation areas.

5.1.1. QUAL Only Evaluations. Will include the items listed in **Table 2.5** under the QUAL column. **(T-3)**

5.1.2. INIT, RQ, and Periodic Qualification or Periodic Mission. The INIT QUAL/MSN inflight evaluation will consist of the following events:

5.1.2.1. Conduct an NVG modified contour low level of at least 30 minutes to a TOT/TOA event; every other mission evaluation must be in mountainous terrain. **(T-3)**

5.1.2.2. A threat event. **(T-3)**

5.1.2.3. Sensor Operations. **(T-3)**

5.1.2.4. Secure Voice, Frequency Hopping, SATCOM. **(T-3)**

5.1.2.5. Rescue Data Link Procedures. **(T-3)**

5.1.2.6. LARS Procedures. **(T-3)**

5.1.2.7. The following events must be accomplished on every INIT and RQ QUAL/MSN evaluation and at least every other periodic QUAL/MSN evaluation:

5.1.2.7.1. Aerial Refueling Tanker Operations. **(T-3)**

5.1.2.7.2. A CARP airdrop or HARP airdrop. **(T-3)**

5.1.2.8. Though only one TOT/TOA is required, timing to all events should be observed.

5.1.2.9. FEs will determine threats for the QUAL/MSN evaluation profile, which will consist of at least one pre-briefed threat and one in-flight pop-up threat. **(T-3)**

5.1.2.10. FEs will determine sensor operations, secure voice, frequency hopping, SATCOM, rescue data link, and LARS profile and objectives. **(T-3)** The profile will allow for evaluation of area item grading standards. **(T-3)** If contractor support, actual data link, or survival radios for interrogation are not available the examinee may demonstrate procedures at the FE's discretion to allow evaluation of the required area items.

5.1.2.11. CSOs conducting evaluations in units north of the 60-degree parallel who enter their in phase period between 1 April and 30 September may conduct the periodic mission evaluation during the day, but must use NVG low level criteria. **(T-3)**

5.1.3. Special Qualification Evaluations. Currently, there are no special qualifications.

5.2. CSO Evaluation Criteria.

5.2.1. Area 6—Departure:

5.2.1.1. **Q.** Monitored headings, airspeeds, altitudes and aircraft position throughout departure. Used an instrument departure procedure, an appropriate scale departure area chart or both. Provided headings, estimated time of arrival (ETA), and other required information in a timely manner. Monitored appropriate radios and clearances to ensure

crew compliance. Provided updated information when the clearance caused a change in the planned departure. Ensured terrain clearance during departure by use of all available aids and the area chart.

5.2.1.2. **Q-.** Monitored aircraft position, but slow to provide headings, ETA, or other required information. Performance did not degrade mission accomplishment or compromise flight safety.

5.2.1.3. **U.** Did not monitor departure headings, airspeeds or altitudes. Unaware of aircraft position and unable to provide updated information when required. Did not use an instrument departure procedure or an appropriate scale departure area chart. Allowed major deviations that degraded mission accomplishment or compromised safety. Did not ensure terrain clearance during the departure. No area chart available.

5.2.2. Area 8—Navigation Procedures:

5.2.2.1. **Q.** Certain of exact aircraft position. Remained within planned corridor (***Exceptions:*** Threat avoidance, weather deviation, air traffic control assigned heading, time control, etc.). Thorough knowledge of enroute time status in relation to objective area. Complied with all altitude restrictions. Adhered to all airspace restrictions. Monitored or aided in instrument patterns as published or directed and in accordance with T.O. procedures (if accomplished).

5.2.2.2. **Q-.** Uncertain of exact aircraft position due to marginal navigational procedures. Deviated from planned corridor without rationale occasionally. Better awareness of required timing events or enroute time status could have avoided excessive, unplanned maneuvering. Some difficulty monitoring or aiding in instrument patterns resulting in positional or procedural deviation (if accomplished).

5.2.2.3. **U.** Exceeded route corridor without the above exceptions on multiple occasions. Was unable to maintain position awareness throughout most of the route. Unable to accurately assess required timing or unaware of mission time status, jeopardizing mission accomplishment. Violated airspace restrictions. Poor airspeed control resulted in numerous or extreme airspeed adjustment. Descended below minimum altitude restrictions. Incorrect monitoring or of aiding in instrument patterns or efforts contributing to major positional or procedural deviations (if accomplished).

5.2.3. Area 11—Fuel Planning:

5.2.3.1. **Q.** Demonstrated satisfactory knowledge of the type and use of data contained in fuel planning instructions. Correctly computed and performed fuel management procedures. Correctly computed an ETP, when required. Correctly constructed a range control chart (optional at the discretion of the examiner). Maintained fuel management in accordance with directives and kept crew advised of fuel status.

5.2.3.2. **Q-.** Displayed limited knowledge of fuel planning instructions. Fuel management procedures and/or ETP computed with minor mathematical errors or omissions that would not adversely affect mission accomplishment. If constructed, the range control chart had minor errors or omissions. Adequate fuel management with minor computation errors. Did not adequately keep crew informed of fuel status.

5.2.3.3. **U.** Displayed inadequate knowledge of fuel planning instructions. Fuel computations and/or ETP were not completed or contained major errors or omissions. If constructed, range control chart had major errors and omissions. Exceeded **Q-** criteria. Failed to inform crew of fuel status when aircraft landing fuel will be below minimum fuel requirements prior to takeoff.

5.2.4. Area 17—AAR (Receiver) Procedures:

5.2.4.1. **Q.** Effectively accomplished rendezvous and air refueling procedures. Planned optimum use of all available rendezvous aids. Thorough and complete knowledge of inflight air refueling procedures and systems. Arrived at coordinated Air Refueling Control Point (ARCP) within ATP 3.3.4.2, *Air-to-Air Refuelling* [sic.], and AFMAN 11-2HC-130J Volume 3, *HC-130J—Operations Procedures* standards. Effectively assisted pilots in timing management when within 1 minute of Air Refueling Control Time (ARCT). Properly calculated bingo fuel to the planned abort base.

5.2.4.2. **Q-.** Overlooked use of some rendezvous aids, resulting in a delayed or inefficient rendezvous. Knowledge was sufficient to accomplish rendezvous and air refueling. Arrived at the coordinated air refueling point within 5 minutes of planned control time. Made minor miscalculations of bingo fuel to the planned abort base.

5.2.4.3. **U.** Displayed lack of knowledge or familiarity with the checklist, equipment, and procedures. Limited use of rendezvous aids adversely affected the rendezvous. Arrived at the coordinated air refueling point in excess of 5 minutes from planned control time. Selected an inappropriate abort base or failed to calculate a bingo fuel to safely arrive at an abort base with required fuel reserves. Failed to position the aircraft within the boundaries of the designated air-refueling track.

5.2.5. Area 18—Descent/Approach/Landing:

5.2.5.1. **Q.** Monitored aircraft position, approach instructions and primary approach navigation aids. Furnished headings, ETAs and other information to the pilot as required. Thoroughly understood approach and missed approach procedures. Ensured terrain clearance during approach by use of all available aids and area chart.

5.2.5.2. **Q-.** Monitored aircraft position but did not fully understand approach instructions and procedures. Slow to provide headings, ETAs or other appropriate information.

5.2.5.3. **U.** Failed to monitor aircraft position. Did not ensure terrain clearance during the approach. Did not use appropriate chart.

5.2.6. Area 81—Tactical/Mission Plan:

5.2.6.1. **Q.** Realistic, well-developed plan that encompassed mission objectives, threats and capabilities of all flight members. Addressed contingencies in development of plan consistent with AFTTP 3-1.1,

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

5.2.6.3. **U.** Major errors in the plan precluded accomplishment of the stated objectives.

5.2.7. Area 83—Tactical Employment/Mission Execution:

5.2.7.1. **Q.** Applied tactics consistent with the threat, current directives, and good judgment consistent with AFTTP 3-1.1, *General Planning and Employment Considerations*. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained situational awareness.

5.2.7.2. **Q-.** Minor deviations from tactical plan which did not result in an ineffective mission. Slow to adapt to changing environment. Low situational awareness.

5.2.7.3. **U.** Unable to accomplish the mission due to major errors of commission or omission during execution of the plan. Situational awareness lost.

5.2.8. Area 89—Ingress:

5.2.8.1. **Q.** Aware of all known or simulated threats and defenses. Employed effective use of evasive maneuvers, or route and altitude selection.

5.2.8.2. **Q-.** Ignored some of the known or simulated threats and defenses. Improper use of evasive maneuvers, or route and altitude selection resulted in unnecessary exposure.

5.2.8.3. **U.** Failed to honor known or simulated threats and defenses significantly reducing survivability. Failed to employ effective evasive maneuvers, or route or altitude threat de-confliction.

5.2.9. Area 90—Egress:

5.2.9.1. **Q.** Effectively used evasive maneuvers to complete an expeditious egress from the target area.

5.2.9.2. **Q-.** Egress contributed to unnecessary exposure to threats and delayed departure from target area.

5.2.9.3. **U.** Egress caused excessive exposure to threats. Return was not accomplished or resulted in excessive exposure to threats.

5.2.10. Area 92—Time Control:

5.2.10.1. **Q.** Accurately used all available data to arrive at the objective on time for the event being evaluated. Recomputed TOT/TOA in-flight as necessary.

5.2.10.2. **Q-.** Arrived at the objective on time for the event being evaluated but used excessive timing maneuvers or airspeed changes. Minor deviations in computing TOT/TOA in-flight as necessary.

5.2.10.3. **U.** Exceeded **Q-** TOT/TOA for Tanker AAR, AD, SCA, AAR. Could not accurately establish new TOT/TOA while airborne, when required.

5.2.11. Area 134—Sensor Operations:

5.2.11.1. **Q.** Exhibits knowledge of safe equipment operation to include ground use, sensor modes, and lasers. Demonstrates proper procedure in selecting sensor modes and searching for ground objects. Knowledge and use of system enhances mission effectiveness.

5.2.11.2. **Q-.** Knowledge of system is lacking but does not detract from mission accomplishment. Some deviation in proper sensor mode selection, stabilization, or cursor targeting.

5.2.11.3. **U.** Little or no knowledge of system or operation procedures. Exhibits unsafe operation of systems (not clearing turret prior to power application on ground, arming laser or manipulating weight on wheels override at inappropriate time, focusing sensor at bright light sources). Lack of knowledge or operational ability detracts from mission accomplishment.

5.2.12. Area 206—Search Data Computations:

5.2.12.1. **Q.** Checked all factors pertaining to search mission, such as weather and sea conditions, objective size, search time, and aircraft endurance. Selected an appropriate search pattern and accurately computed information such as track spacing, search altitude, and search speed.

5.2.12.2. **Q-.** Only the minimum information necessary to conduct the search was checked.

5.2.12.3. **U.** Inadequate knowledge of mission data; failed to check factors applicable to flight. Computations contained major errors or omissions. Poor planning degraded mission accomplishment or compromised safety.

5.2.13. Area 207—Search Pattern:

5.2.13.1. **Q.** Thorough understanding of search patterns. Monitored aircraft position throughout the pattern and allowed only minor deviations from centerline. Able to break out of search pattern for a possible sighting and reenter at original location to resume pattern.

5.2.13.2. **Q-.** Adequate knowledge of search patterns. Allowed aircraft to deviate from course line on numerous occasions and was slow to correct back to course. Excessive time devoted attempting to reenter pattern.

5.2.13.3. **U.** Inadequate knowledge of search patterns. Unsure of aircraft position during search pattern. Major deviations from course compromised mission accomplishment. Unable to breakout and reenter pattern.

5.2.14. Area 241—Specialized Fueling Operations:

5.2.14.1. Specialized fueling operations include tanker or receiver type operations for CSO evaluations.

5.2.14.2. **Q** . Effectively manages fuel panel duties during specialty refueling operations. If specialty refueling operations are not performed during check ride, can speak to the duties required during these operations and shows proficiency with checklists and fuel panel use.

5.2.14.3. **Q-.** Performs to **Q** level with the exception of minor errors or deviations and minimal Hot Refueling Supervisor (HRS) prompting. Deviations did not affect safety of the refueling operation. Able to operate fuel panel but does not understand overall FARP or hot refueling procedure.

5.2.14.4. **U.** Unable to perform or explain refueling operation safely or in accordance with established procedures and directives or skill results in mission failure.

5.2.15. Area 260—Airdrop Procedures:

5.2.15.1. **Q.** Applied proper procedures and correctly entered and verified information into the computer. Was within 200 yards of calculated release point.

5.2.15.2. **Q-.** Slow to apply proper procedures or entered in incorrect information into the computer but did not adversely affect the airdrop. Within safe and briefed parameters. No drop due to crew error but was called by the crew.

5.2.15.3. **U.** Exceed **Q-** criteria. Violated safety or airdrop does not meet briefed and successful criteria.

5.2.16. Area 280—Aerial Refueling Tanker Operations:

5.2.16.1. **Q.** Effectively accomplished rendezvous and air refueling procedures. Used available navigation systems to acquire, identify, and accurately locate the air-refueling receiver. Provided timely and accurate advisories to direct aircraft to 1 NM range. Made distance advisories to the pilot to 1 NM range and confirmed visual contact. Continued to provide advisories as needed. Performed timely and accurate no visual contact or contact lost procedure (as required). Thorough and complete knowledge of inflight air refueling procedures and systems.

5.2.16.2. **Q-.** Made limited use of navigational systems and experienced difficulty acquiring, identifying, and accurately locating the receiver. Provided limited advisories but was able to accomplish the rendezvous to 1 NM. Provided limited advisories when needed and was frequently prompted by other crewmembers. Limited knowledge of inflight air refueling procedures and systems.

5.2.16.3. **U.** Failed to use available navigation systems to acquire, identify, and accurately locate the receiver by 1 NM. Failed to direct the aircraft to a successful rendezvous. Failed to execute the correct No Visual Contact or Contact Lost procedure in a timely manner (as required). Minimal knowledge of inflight air refueling procedures and systems.

5.2.17. Area 285—Flight Plan/Airdrop Data/Charts:

5.2.17.1. **Q.** Completed a flight plan in its entirety with minimal errors, or satisfactorily demonstrated manual flight planning procedures at the discretion of the examiner. CARP data completed in entirety with negligible errors. Selected current navigation charts of a proper scale and type of the sortie profile. Charts were constructed in accordance with current directives. Gross navigation plotting errors did not exceed 3 NM. Demonstrated proper manual flight planning procedures, if required.

5.2.17.2. **Q-.** Minor errors or omissions that would not have adversely affected mission accomplishment. Gross navigation plotting errors did not exceed 5 NM.

5.2.17.3. **U.** Flight plan was not completed. Could not demonstrate manual procedures or failed to review computer flight plan. CSO flight plan and CARP data contained major errors and omissions. Selected an improper or obsolete charts. Exceeded **Q-** criteria.

5.2.18. Area 287—Radar/DIGIMap®/Common Cursor Operations:

5.2.18.1. **Q** . Thorough knowledge and effective operation of all radar/Digital Map/Common Cursor functions.

5.2.18.2. **Q-** . Limited knowledge and operation of all radar/ DIGIMap®/Common Cursor functions causing minor distractions to mission effectiveness.

5.2.18.3. **U** . Knowledge and operation of all radar/ DIGIMap®/Common Cursor functions was unsatisfactory and impeded mission effectiveness.

5.2.19. Area 294—Self-Contained Approach (SCA) Procedures:

5.2.19.1. **Q.** Complied with all published procedures. Successfully directed the aircraft to SCA minimums so that a safe landing could be made. Used proper terminology; instructions were clear and concise during the entire approach. Thorough and complete knowledge of CNI-MU programming and procedures.

5.2.19.2. **Q-.** Briefing was incomplete or deviated from established procedures. Required excessive course corrections on final approach, but directed the aircraft to a point where a safe landing could be made. Limited knowledge of CNI-MU programming and procedures.

5.2.19.3. **U.** Had unsatisfactory knowledge of SCA procedures. Unable to direct the aircraft to a point from which a safe landing could be made. Minimal knowledge of CNI-MU programming and procedures.

5.2.20. Area 731—Authentication and Encode/Decode:

5.2.20.1. **Q.** Understands and can demonstrate proper use of authenticators, encode and decode products.

5.2.20.2. **Q-.** Marginally effective use of authenticators, encode and decode products. Can demonstrate skill but does not understand real-world application.

5.2.20.3. **U.** Ineffective use of authentication, encoding, and decoding procedures. Exceeded **Q-** criteria.

5.2.21. Area 739—Secure Voice, Frequency Hopping, and SATCOM:

5.2.21.1. **Q.** Properly loaded KY-58 and operated secure voice communication equipment. Properly loaded and operated frequency hopping equipment. Properly loaded and operated SATCOM.

5.2.21.2. **Q-.** Difficulty using or operating secure voice, SATCOM, or frequency hopping equipment. Limited system knowledge. Able to demonstrate KY-58/secure radio loading procedures with slight errors.

5.2.21.3. **U.** Unable to load or operate secure voice, SATCOM, or frequency hopping equipment due to a lack of knowledge or skill. Operator inability has a negative impact on overall mission.

5.2.22. Area 1042—Rescue Data Link Procedures:

5.2.22.1. **Q.** Examinee is able to correctly configure Situational Awareness Communications (SACU) to send J28.2, J12.6 and high-performance waveform (HPW) messages and create and implement an Improvement Many-on-Many (IMOM) alert. Knowledge and use of system enhances mission effectiveness.

5.2.22.2. **Q-.** Examinee can correctly configure SACU but demonstrates limited ability to perform above tasks.

5.2.22.3. **U.** If hardware is available, examinee, is not able to correctly configure SACU to send either J28.2, J12.6, HPW messages or create and implement an IMOM alert.

Required examiner input for system usage. Lack of knowledge or operational usage detracts from mission effectiveness.

5.2.23. Area 1043—Lightweight Airborne Recovery System (LARS) Procedures:

5.2.23.1. **Q** . Thorough knowledge and effective operation of all LARS functions to include:

5.2.23.1.1. Correctly configuring LARS control display unit (CDU) for combat survivor evader locator (CSEL) or HOOK GLOBAL interrogations, direct terminal area communications (TAC) interrogations (“FAX”).

5.2.23.1.2. Convert position into usable format (e.g., Military Grid Reference System [MGRS]).

5.2.23.1.3. Successfully configure LARS CDU for CSEL or HOOK terminal area guidance (TAG) interrogations (“PING”).

5.2.23.1.4. Attain radio position via PING.

5.2.23.2. **Q-.** Limited knowledge and operations of all above LARS functions, which caused minor distractions to mission effectiveness or inability to configure for a GLOBAL interrogation.

5.2.23.3. **U.** Inability to configure LARS CDU for CSEL or HOOK GLOBAL interrogations. Also, unable to convert location into usable format.

Chapter 6

LOADMASTER EVALUATION CRITERIA

6.1. Requirements. See **Table 2.1**., **Table 2.2** (instructor), and **Table 2.6** for required evaluation areas.

6.1.1. QUAL Only Evaluations. Includes the items listed in **Table 2.6** under the QUAL column. **(T-3)** QUAL only evaluation profiles will consist of a pre-flight, digital and/or paper weight and balance documentation (FE discretion), a non-tactical air-land sortie carrying palletized cargo, either a combat offload (any method) or an engine running on-load or off-load, and post-flight. **(T-3)** QUAL only evaluations earn a FL certification per DAFMAN 11-401, *Aviation Management*, Table A5.1..

6.1.2. INIT, RQ, and Periodic QUAL/MSN. In addition to the requirements in **Table 2.1** and **Table 2.6**, accomplish the following profile and events:

6.1.2.1. A representative portion of the aircraft pre-flight and post-flight (FE discretion). **(T-3)**

6.1.2.2. Digital or paper weight and balance documentation (FE discretion). **(T-3)**

6.1.2.3. Fly an enroute or on-scene profile representative of any theater area of responsibility. **(T-3)** Evaluator may tailor profile to accommodate experience levels and to facilitate unplanned event changes while maintaining integrity of the evaluation.

6.1.2.4. A threat event should be accomplished in flight on all QUAL/MSN evaluations. If unable to evaluate a representative threat call during the flight evaluation, threat reactions from the HC-130J.3-1, *Combat Fundamentals*, threat table(s) will be verbally evaluated to the FE's satisfaction. **(T-3)**

6.1.2.5. Threat, terrain, traffic scanning responsibilities and specific rescue or mission tactics relative to enroute profiles not observed during the flight evaluation will be evaluated verbally. **(T-3)**

6.1.2.6. For INIT or RQ evaluations, conduct at least one actual container delivery system (CDS), combat expendable platform (CEP), container ramp load (CRL), heavy equipment (HE), or static-line personnel airdrop; Military Freefall (MFF), door bundles, and Simulated Airdrop Training Bundles (SATBs) do not fulfill this criterion. **(T-2)** Additionally, complete NVG aerial refueling tanker operations to include wet or dry contact with an actual receiver. **(T-3)** The FE may verbally debrief contact procedures if the receiver is unable to make contact.

6.1.2.7. For periodic evaluations, conduct, at a minimum, any two of the events listed below provided one of them is an airdrop event. **(T-3)** Any remaining event(s) will be verbally evaluated to the FE's satisfaction unless evaluatee is not certified in that event (refer to crewmember's AF Form 4348, *USAF Aircrew Certifications*). **(T-3)**

6.1.2.7.1. Rescue airdrops (e.g., para-bundle or freefall bundle).

6.1.2.7.2. MA-1/2 kit deployment. **Note:** For the purpose of evaluations, SATBs or pyrotechnics will not be substitutions for MA-1/2 kit deployment. **(T-3)**

6.1.2.7.3. Aerial refueling tanker operations in accordance with **paragraph 3.1.2**.

6.1.2.7.4. CDS airdrop.

6.1.2.7.5. CEP airdrop.

6.1.2.7.6. CRL airdrop.

6.1.2.7.7. Heavy equipment airdrop.

6.1.2.7.8. Specialized fueling operations (Tanker).

6.1.2.7.9. Personnel airdrop.

6.1.2.7.10. Infiltration/exfiltration (Rapids) operations.

6.1.2.7.11. Pyrotechnic delivery.

6.1.2.7.12. Air refueling (Receiver).

6.1.2.8. Any events planned and briefed but not performed on the mission will be evaluated verbally. **(T-3)**

6.1.3. Special Qualification Evaluations. Reserved for future use.

6.2. Loadmaster Evaluation Criteria.

6.2.1. Area 17—AAR (Receiver) Procedures:

6.2.1.1. **Q.** Knowledge of aerial refueling procedures was satisfactory. Adequate knowledge of air refueling system components and locations. Accomplished all air refueling procedures without error, including leak checks during contact, in accordance with approved checklist and directives. Properly configured the aircraft prior to completion of the preparation for contact checklist.

6.2.1.2. **Q-.** Limited knowledge of aerial refueling procedures. Limited knowledge of air refueling system components and locations. Accomplished air-refueling procedures with minor errors, omissions, or deviations. Performed limited checks during contact. Performed aircraft configuration with minor errors or omissions that did not affect successful mission accomplishment.

6.2.1.3. **U.** Had inadequate knowledge of aerial refueling procedures. Inadequate knowledge of air refueling system components or locations. Accomplished air- refueling procedures with major errors, omissions, or deviations critical to safety of flight. Failed to properly configure aircraft before completion of preparation for contact checklist. Failed to perform required checks during contact.

6.2.2. Area 211—CSAR/Search Scanning Procedures:

6.2.2.1. **Q.** Knowledge of CSAR, threat, search scanning procedures was satisfactory.

6.2.2.2. **Q -.** Limited knowledge of CSAR, threat, search procedures. Minor difficulties in keeping scanners motivated. Did not adversely affect the mission.

6.2.2.3. **U.** Knowledge of CSAR, threat, search procedures were unsatisfactory. Adversely affected the mission or jeopardized safety.

6.2.3. Area 213—Pyrotechnics:

6.2.3.1. **Q.** Had thorough knowledge of pyrotechnics. Could identify the appropriate pyrotechnics for the mission. Knowledge of pyrotechnic information and procedures for other types of pyrotechnics were satisfactory. Correctly demonstrated pyrotechnic handling and deployment procedures for the event being flown, if performed. Knowledge or demonstration of ground and in-flight emergency procedures was satisfactory.

6.2.3.2. **Q -.** Limited knowledge of pyrotechnics. Did not always correctly identify the most efficient pyrotechnics for the mission. Had difficulty demonstrating or understanding pyrotechnic handling and deployment procedures and information. Safety was not affected.

6.2.3.3. **U.** Lacked knowledge of pyrotechnics. Could not identify appropriate pyrotechnics for the mission. Inadequate knowledge or demonstration of pyrotechnic handling, deployment procedures, or information emergency procedures; safety was compromised.

6.2.4. Area 229—Aircraft Configuration:

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

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

6.2.4.3. **U.** Failed to ensure proper aircraft configuration or caused mission delays. Had unsatisfactory knowledge of configurations. Failed to properly stow configuration items.

6.2.5. Area 230—Load Planning/Inspection:

6.2.5.1. **Q.** Accurately planned a passenger and cargo load and met aircraft center of gravity (CG) limits. Correctly stated, understood, and could apply correct cargo limitations associated with the aircraft. Inspected load for proper preparation and documentation.

6.2.5.2. **Q -.** Difficulty planning a passenger and cargo load to meet CG limits. Had difficulty stating aircraft cargo limitations. Difficulty inspecting load for proper preparation and documentation.

6.2.5.3. **U.** Unable to plan a passenger and cargo load and meet CG limits. Failed to inspect load for proper preparation and documentation. Failed to state various limitations or could not locate correct limitations in the respective manuals.

6.2.6. Area 231—On/Off Loading Procedures:

6.2.6.1. **Q.** Correctly stated, understood, and could apply the correct limitations to cargo on/offloading and associated equipment. Correctly on or off loaded the aircraft safely and in a timely manner.

6.2.6.2. **Q -.** Difficulty stating, understanding, and/or applying limitations to cargo on/offloading and associated equipment. Difficulty correctly on or off loading the aircraft.

6.2.6.3. **U.** Failed to correctly or safely on or off load the aircraft. Could not state cargo on/offloading limitation or could not locate them in respective directives. Loading procedures caused undue delay.

6.2.7. Area 232—Supervisory Abilities:

6.2.7.1. **Q.** Established and maintained control of personnel during loading operations. Safety was not compromised.

6.2.7.2. **Q -.** Established and maintained control of personnel but made minor supervisory errors. Safety was not compromised.

6.2.7.3. **U.** Did not establish or maintain control of personnel or safety was compromised.

6.2.8. Area 233—Tie Down/Restraint:

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

6.2.8.2. **Q -.** Difficulty calculating or applying the correct amount of restraint. Did not fully understand the principals of restraint.

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

6.2.9. Area 234—Winching Procedures:

6.2.9.1. **Q.** Correctly demonstrated or explained winching procedures.

6.2.9.2. **Q -.** Difficulty demonstrating or did not completely explain correct winching procedures. Safety was not compromised.

6.2.9.3. **U.** Failed to demonstrate or did not explain correct winching procedures. Safety was compromised.

6.2.10. Area 235—Hazardous Material:

6.2.10.1. **Q.** Understood hazardous cargo procedures. Could comply with the provisions of AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments* or follow the procedures for air movement of hazardous cargo under tactical, contingency or emergency conditions.

6.2.10.2. **Q -.** Understood hazardous cargo procedures but made minor deviations stating them. Could comply with the provisions of AFMAN 24-604 or follow the procedures for air movement of hazardous cargo under tactical, contingency or emergency conditions.

6.2.10.3. **U.** Did not understand hazardous cargo procedures in AFMAN 24-604.

6.2.11. Area 236—Passenger Handling:

6.2.11.1. **Q.** Correctly briefed and performed passenger handling procedures.

6.2.11.2. **Q -.** Had difficulty briefing or performing passenger handling procedures.

6.2.11.3. **U.** Failed to brief or did not perform proper passenger handling procedures.

6.2.12. Area 237—Border Clearance:

6.2.12.1. **Q.** Correctly followed command guidelines. Completed or explained border clearance requirements in accordance with current directives.

6.2.12.2. **Q -.** Difficulty explaining border clearance requirements. Minor mistakes degraded effectiveness.

6.2.12.3. **U.** Could not accurately complete forms. Unaware of command guidance or could not explain requirements.

6.2.13. Area 238—Weight and Balance:

6.2.13.1. **Q.** Knowledge of aircraft limitations and weight and balance directives was satisfactory. Entered weight and balance data into the aircraft computer system, or if Department of Defense (DD) Form 365-4, *Weight and Balance Clearance Form F-Transport*, was manually completed, only minor errors present.

6.2.13.1.1. Takeoff or landing gross weights. +/- 500 pounds (lbs).

6.2.13.1.2. Percent of mean aerodynamic chord (MAC). +/- 0.5 percent.

6.2.13.1.3. Aircraft gross takeoff limits. Not exceeded.

6.2.13.1.4. CG limitations. Not exceeded.

6.2.13.2. **Q -.** Limited knowledge of aircraft limitations and weight and balance directives. Entered weight and balance data into the aircraft computer system, or manually completed DD Form 365-4 with errors.

6.2.13.2.1. Takeoff or landing gross weights. +/- 501 to 1,000 lbs.

6.2.13.2.2. Percent of MAC. +/- 0.6 to 1.0 percent.

6.2.13.2.3. Aircraft gross takeoff limits. Not exceeded.

6.2.13.2.4. CG limitations. Not exceeded.

6.2.13.3. **U.** Knowledge of aircraft limitations and weight and balance directives was inadequate. Major errors when entering weight and balance into the aircraft computer system. Did not document weight and balance in accordance with governing regulations. Failed to input data into the aircraft computer system or did not brief pilot. Exceeded **Q**-criteria.

6.2.14. Area 239—Engine Running Onload/Offload:

6.2.14.1. **Q.** Followed or explained proper procedures for engine running on/off.

6.2.14.2. **Q -.** Difficulty following or explaining proper procedures for engine running on/off loading.

6.2.14.3. **U.** Did not follow or explain proper procedures for engine running on/off loading.

6.2.15. Area 240—Coordinated Tasks Briefing:

6.2.15.1. **Q.** Correctly briefed the coordinated tasks in accordance with current directives, if required.

6.2.15.2. **Q -.** Had difficulty briefing the coordinated tasks in accordance with current directives, if required.

6.2.15.3. **U.** Failed to accomplish the coordinated tasks briefing in accordance with current directives, if required.

6.2.16. Area 241—Specialized Fueling Operations (Tanker)/FARP:

6.2.16.1. **Q.** Satisfactorily demonstrated or explained knowledge of HRS duties, Forward Area Refueling Point (FARP) equipment, and emergency procedures. Satisfactorily performed or explained all items associated with HRS duties, exercised sound crew coordination principles, and situational awareness.

6.2.16.2. **Q -.** Minor deviations in knowledge associated with HRS duties and FARP equipment. Minor omissions in procedures during performance of HRS duties.

6.2.16.3. **U.** Lacks adequate knowledge to safely perform FARP duties to include HRS duties, FARP equipment, or emergency procedures. Could not perform HRS duties to the extent of creating unnecessary delays or jeopardizing FARP completion. Could not exercise sound crew coordination or situational awareness.

6.2.17. Area 242—Specialized Fueling Operations (Receiver)/Hot Refueling:

6.2.17.1. **Q.** Safely performed or explained all hot refueling procedures in a safe manner and in compliance with all established procedures and directives. Satisfactorily demonstrated or explained knowledge of panel operator (PO) duties.

6.2.17.2. **Q -.** Minor deviations from established procedures and directives. Deviations did not affect safety of the refueling operation. Difficulty demonstrating or explaining knowledge of PO duties.

6.2.17.3. **U.** Unable to perform or explain refueling operation safely or in accordance with established procedures and directives.

6.2.18. Area 243—Combat Offload:

6.2.18.1. **Q.** Followed or explained proper procedures for combat offload operations.

6.2.18.2. **Q-.** Had difficulty following or explaining proper procedures for combat offload operations.

6.2.18.3. **U.** Did not follow or explain proper procedure for combat offload operations.

6.2.19. Area 258—Infiltration/Exfiltration (Rapids) Procedures:

6.2.19.1. **Q.** Followed or explained proper procedures for infiltration/exfiltration operations.

6.2.19.2. **Q-.** Difficulty following or explaining proper procedures for infiltration/exfiltration operations.

6.2.19.3. **U.** Did not follow or explain proper procedures for infiltration/exfiltration operations or safety compromised the operation.

6.2.20. Area 260—Airdrop Knowledge: The following areas are part of Airdrop Knowledge: Personnel (Static line and High Altitude Air Drop (HAAD)), CRL, CDS, HE, door bundle/rescue drop, MA-1/2 and any other mission specific airdrop event. **Note:** FE should define rescue drop grading criteria (e.g., "Q is between 10 yards short and 150 yards long," "20 yards short and 200 yards long,") per FE or squadron criteria (if established).

6.2.20.1. **Q.** Correctly demonstrated airdrop procedures for the event being flown, if performed. Knowledge of and airdrop load information and procedures for other types of loads were satisfactory.

6.2.20.2. **Q -.** Had difficulty demonstrating or understanding airdrop procedures and airdrop load information.

6.2.20.3. **U.** Could not demonstrate or understand airdrop procedures and airdrop load information.

6.2.21. Area 271—Airdrop Rigging Procedures:

6.2.21.1. **Q.** Correctly rigged and identified key airdrop components.

6.2.21.2. **Q -.** Difficulty rigging or identifying key airdrop components.

6.2.21.3. **U.** Failed to rig or identify key airdrop components.

6.2.22. Area 272—Joint Airdrop Inspection:

6.2.22.1. **Q.** Correctly completed or explained the joint airdrop inspection (if required).

6.2.22.2. **Q -.** Had difficulty completing or explaining the joint airdrop inspection (if required).

6.2.22.3. **U.** Failed to or had extreme difficulty completing or explaining the joint airdrop inspection (if required).

6.2.23. Area 280— Aerial Refueling Tanker Operations:

6.2.23.1. **Q.** Thorough and complete knowledge of inflight air refueling procedures and systems. During fuel transfer operations, relayed light signals without errors, deviations or omissions. Transmitted clear, concise, timely information to the pilot concerning helicopter position throughout the refueling maneuver. Ensured emergency equipment was properly configured for the aerial refueling. Successfully demonstrated breakaway procedures or verbally evaluated to the satisfaction of the examiner.

6.2.23.2. **Q-.** Limited knowledge of inflight air refueling procedures and systems. Minor deviations, errors or omissions in relaying light signals during operations. Transmissions concerning helicopter position were not always clear and concise. At times used non-standard terminology. Slight deviations and errors in configuring emergency equipment for the aerial refueling. Emergency breakaway performed with minor discrepancies that did not affect safety or verbally evaluated event with minor discrepancies noted.

6.2.23.3. **U.** Had inadequate knowledge of inflight air refueling procedures and systems. Significant deviations, errors or omissions in relaying light signals during operations. Transmissions concerning helicopter position were unclear or erroneous. Failed to configure emergency equipment properly for the aerial refueling. Performed emergency breakaway with major discrepancies or verbally evaluated event with major errors noted.

ADRIAN L. SPAIN, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

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DAFMAN 11-401, *Aviation Management*, 27 October 2020

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Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

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

AF Form 4348, *USAF Aircrew Certifications*

DAF Form 847, *Recommendation for Change of Publication*

DD Form 365-4, *Weight and Balance Clearance Form F*

Abbreviations and Acronyms

AAR—Air to Air Refueling

AC—Aircraft Commander

ACC—Air Combat Command

AD—Airdrop

AAR—Air to Air Refueling

AC—Aircraft Commander

ACC—Air Combat Command

AD—Airdrop

AF—Air Force

AFI—Air Force instruction

AFMAN—Air Force Manual

AFR—Air Force Reserve

AFTTP—Air Force Techniques, Tactics, and Procedures

ATP—Allied Tactical Publication

AMFLMETO—Adjusted Minimum Field Length for Maximum Effort Takeoff

ANG—Air National Guard

APU—Auxiliary Power Unit

ARCP—Air Refueling Control Point

ARCT—Air Refueling Control Time

ASR—Airport Surveillance Radar

BAQ—Basic Aircrew Qualification

CAP—Critical Action Procedure

CARP—Computed Air Release Point

CC—Commander

CDS—Container Delivery System

CDU—Control Display Unit

CEP—Combat Expendable Platform

CG—Center of Gravity

COMSEC—Communications Security

CNI-MU—Communication/Navigation/Identification-Management Unit

CRL—Container Ramp Load

CRM—Cockpit/Crew Resource Management

CSAR—Combat Search and Rescue

CSEL—Combat Survivor Evader Locator

CSO—Combat Systems Operator

DAF—Department of Air Force

DAFMAN—Department of Air Force Manual

DD—Department of Defense (in reference to forms only)

DOC—Designed Operational Capability

DoD—Department of Defense

DZ—Drop Zone

ECS—Environmental Control System

EP—Emergency Procedure

EPE—Emergency Procedures Evaluation

ETA—Estimated Time of Arrival

ETP—Equal Time Point

FARP—Forward Area Refueling Point

FE—Flight Examiner

FLCS—Flight Control System

FLIP—Flight Information Publications

FP—First Pilot

HAAD—High Altitude Air Drop

HARP—High Altitude Release Point

HE—Heavy Equipment

HHQ—Higher Headquarters

HPW—High Performance Waveform

HRS—Hot Refueling Supervisor

IFF—Identification, Friend or Foe

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMOM—Improvement Many-on-Many

INIT—Initial

INSTM—Instrument

J12.6—Target Sorting Data Message

J28.2—Free Text Message

LARS—Lightweight Airborne Recovery System

lbs—Pounds

LM—Loadmaster

MAC—Mean Aerodynamic Cord

MAJCOM—Major Command

MAP—Missed Approach Point

MC—Mission Qualified Co-Pilot

MDA—Minimum Descent Altitude

MDS—Mission Design Series

ME—Maximum Effort

MFF—Military Freefall

MFLMETO—Minimum Field Length for Max Effort Takeoff

MGRS—Military Grid Reference System

MOS—Minimum Operating Speed

MP—Mission Qualified Pilot

MPD—Mission Pilot Development

MSN—Mission

NAVAIDS—Navigational Aids

NOTAMS—Notice To Airman System

NM—Nautical Mile(s)

NVG—Night Vision Goggle

OPSEC—Operations Security

OPR—Office of Primary Responsibility

OT—Operational Test

PAR—Precision Approach Radar

PF—Pilot Flying

PJ—Pararescue

PM—Pilot Monitoring

PO—Panel Operator

PQP—Prior Qualified Pilot

QUAL—Qualification

RTM—Ready Aircrew Program Tasking Message

ROE—Rules Of Engagement

RQ—Requalification

SACU—Situational Awareness Communications

SATB—Simulated Airdrop Training Bundle

SATCOM—Satellite Communications

SCA—Self-Contained Approach

SFO—Specialized Fueling Operations

SIM—Simulator

SPOT—Optional evaluation

SQ—Squadron

Stan/Eval—Standardization and Evaluation

TAC—Terminal Area Communication

TACAN—Tactical Air Navigation

TAG—Terminal Area Guidance

T.O.—Technical Order

TOA—Time of Arrival

TOLD—Take-Off and Landing Data

TOT—Time on Target

TTP—Tactics, Techniques, and Procedures

USAF—United States Air Force

VDP—Visual Descent Point

VFR—Visual Flight Rules

Vmca—Minimum Controllable Airspeed

Vmcg—Minimum Control Speed on the Ground

VOR—Very High Frequency Omni-Directional Range Station

WIC—Weapons Instructor Course

WST—Weapons System Trainer

Office Symbols

ACC/A3—Air Combat Command Director of Operations

ACC/A3TV—Air Combat Command Standardization and Evaluation Branch

AF/A3T—Air Force Training and Readiness Directorate

Terms

Deviation—Performing an action not in sequence with current procedures, directives, or instructions. Performing action(s) out of sequence due to unusual or extenuating circumstances is not considered a deviation. In some cases, momentary deviations may be acceptable; however, cumulative momentary deviations are considered in determining the overall qualification level.

Major Error—Departure from standard procedures. Performing incorrect actions or recording incorrect information. Error detracted from mission accomplishment, adversely affected use of equipment, or violated safety.

Minor Error—Departure from standard procedures. Performing incorrect actions or recording incorrect information. Error did not detract from mission accomplishment, adversely affect use of equipment, or violate safety.

Rapids—Commonly accepted alternate identification for infiltration/exfiltration operations.