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Flying Operations

T-1A AIRCREW EVALUATION CRITERIA

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations* and Air Force Instruction (AFI) 11-202V2, *Aircrew Standardization and Evaluation Program*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in Air Force T-1A. This Air Force Manual (AFMAN) applies to all Regular Air Force, Air Force Reserve, Air National Guard and civil service aircrew flying the T-1A. With the exception of associate instructor pilot personnel, this AFMAN does not apply to the Air National Guard. This manual requires the collection and or maintenance of information protected by Department of Defense Instruction (DoDI) 5400.11, DoD Privacy and Civil Liberties Programs. The applicable system of records notice F011 AF XO A, Aviation Resource Management System, applies, and is available at: **http://dpclo.defense.gov/Privacy/SORNs.aspx**. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System **https://afrims.cce.af.mil/afrims/rims.cfm**. Refer recommended changes and questions about this publication to the office of primary responsibility listed above using the Air Force Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command to 19th Air Force Standardization and Evaluation (19 AF/DOV). Per AFI 11-200, Major commands (MAJCOMs) will coordinate proposed MAJCOM- level supplements to this volume through 19 AF/DOV to Deputy Chief of Staff, Operations, Director of Training and Readiness (AF/A3T) prior to publication. Field units below Wing level will coordinate copies of their supplements with their parent MAJCOM office of primary responsibility (OPR) prior to publication. Field units below MAJCOM level will coordinate copies of their supplements with

their parent MAJCOM OPR prior to publication. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("**T-0, T-1, T-2, T-3**") number following the compliance statement. See AFI 33-360, *Publications and Forms Management* for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items. Maintain a local copy of all approved waivers associated with this publication.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include revisions to combat systems officer (CSO) evaluation requirements, removal of references to Air Intercept, updates to evaluation table, updates to tiering, and conversion of this publication to an AFMAN.

Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. Conduct all T-1A aircrew evaluations according to the provisions in AFI 11-202V2, and this publication. **(T-1)**.

1.2. Roles and Responsibilities.

1.2.1. MAJCOM Director of Operations. The MAJCOM Director of Operations is responsible for establishing and managing the MAJCOM standardization and evaluation program, in accordance with AFI 11-202V2.

1.2.2. Operations Group Commander. The Operations Group Commander is responsible for establishing and maintaining the unit-level Standardization and Evaluation program and ensure flight examiners administer evaluations in accordance with AFI 11-202V2, and this publication.

1.2.3. Flight Examiners (FE). FEs are responsible for administering standardization and evaluation programs in accordance with AFI 11-202V2, and this publication.

1.3. Procedures. T-1A certified flight examiners will give emergency procedures, instrument (INSTM), qualification (QUAL), and mission (MSN) evaluations to aircrew members of the same rating only. **(T-2)**. **Exception:** 19AF designated T-1A pilot flight examiners may administer combat systems officer (CSO) evaluations.

1.3.1. Flight examiners (FEs) will use the evaluation criteria in **Chapter 3** to conduct flight and emergency procedures evaluations (EPEs). **(T-2)**. To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria. **(T-2)**.

1.3.2. Unless specified, the examinee or FE may fly in any seat or authorized flight position that will best enable the FE to conduct a thorough evaluation. A qualified instructor pilot will be at a set of controls for all CSO evaluations in the aircraft. **(T-2)**.

1.3.3. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. **(T-2)**. The examinee will accomplish all flight planning required of the flight position during the evaluation. **(T-2)**. Examinees will provide the FE a copy of necessary mission data, mission materials, and charts. **(T-2)**.

1.3.4. Evaluation requirements and criteria required by AFI 11-202V2, are indicated in **Chapter 2** and **Chapter 3** of this publication.

1.3.4.1. Evaluators may use an alternate method of evaluation (such as an aircrew training device [ATD] or oral examination) to complete the evaluation when it is impossible to evaluate a required area in flight. FEs will document the alternate evaluation method on AF Form 8, *Certificate of Aircrew Qualification*, in the examiner's remarks of the comments block. **(T-2)**.

1.3.4.2. If EPE requirements are also met in the simulator, the EPE will be a separate event from the QUAL evaluation. **(T-2)**. **Exception:** instructor combat systems officers

(ICSOs) may be evaluated on performance of CSO co-pilot duties during the EPE as part of their overall QUAL evaluation.

1.3.5. The FE will thoroughly debrief all aspects of the flight. **(T-2)**. This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. **(T-2)**. A squadron supervisor must be debriefed by the FE or Chief of Standardization and Evaluation on all check rides. **(T-2)**. Additionally, if the overall grade is Q-2 or Q-3, the squadron supervisor must attend the debriefing. **(T-2)**.

1.4. Grading Instructions:

1.4.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations from tolerances will not be considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the overall grade.

1.4.2. The FE will:

1.4.2.1. Compare examinee performance for each area accomplished during the evaluation with the standards provided in this publication (**Figure 1.1** and **Chapter 3**) and assign an appropriate grade for the area. **(T-2)**.

1.4.2.2. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202V2, and this publication. **(T-2)**.

1.4.2.3. Assign an overall unqualified grade of (Q-3) if an examinee receives an unqualified grade in any of the critical areas identified in this publication. **(T-2)**.

1.4.2.4. Use judgment to determine the overall grade. **(T-2)**.

1.4.3. The general evaluation criteria in **Figure 1.1** apply during all phases of flight (except as noted for specific events and instrument final approaches).

Figure 1.1. General Evaluation Criteria.

Q	**Q-**	**U**
Altitude ± 100 feet	Altitude ± 300 feet	Exceeded Q- criteria
Airspeed ± 10 knots indicated airspeed (KIAS)	Airspeed ± 20 KIAS	
Course ± 5 degrees or 3 nautical miles (NM), whichever is greater	Course ± 10 degrees or 5 NM, whichever is greater	

1.5. Emergency Procedures Evaluation (EPE). If available and configured appropriately, an ATD should be used to conduct the requisite EPE for pilot INSTM/QUAL evaluations and Combat Systems Officer Instructor-1 (I-1) and dual QUAL/MSN evaluations. If an ATD is not used, the FE will verbally administer the EPE. **(T-2)**. **Exception:** ATDs are not required for the requisite EPE for instructor combat systems officer-2 (I-2) QUAL/MSN evaluations and will be administered verbally by the FE. **(T-2)**.

1.5.1. EPEs will include:

1.5.1.1. Aircraft general knowledge. **(T-2)**.

1.5.1.2. An evaluation of all boldface procedures and a minimum of one emergency procedure per phase of flight. **(T-2)**.

1.5.1.3. Pilot: Use of standby or emergency instruments and a minimum of one instrument approach. **(T-2)**.

1.5.1.4. I-1 and dual CSO Evaluations: Direct/monitor a minimum of one instrument approach. **(T-2)**.

1.5.2. I-2 CSO Evaluations. FEs will administer a ground evaluation emphasizing emergency ground egress procedures, proficiency in CSO procedures, local mission knowledge and aircrew flight equipment. **(T-2)**.

1.6. Completion of AF Form 8. AFI 11-202V2 perscribes the use of the AF Form 8 to record and certify aircrew qualification. Flight examiners will:

1.6.1. Place all comments, restrictions, and the exceptionally qualified designation statement (if used), on the reverse side of the AF Form 8. **(T-1)**.

1.6.2. Log all mission (MSN) evaluations, [e.g., transition, airdrop, air refueling (A/R), basic formation, navigation (instrument flight rules [IFR] or visual flight rules [VFR]), basic navigation and CSO syllabus profiles] as "MSN" evaluations in the Aircrew Evaluation block (Section III) of AF Form 8. **(T-2)**.

1.6.3. In accordance with AFI 11-202V2, and AFI 11-202V2_AETCSUP, include additional clarification as to the specific type of mission evaluation in the mission description section of the comments block.

Chapter 2

EVALUATION REQUIREMENTS

2.1. Guidelines. All evaluations follow guidelines and requirements in AFI 11-202V2.

2.1.1. Pilot evaluations are divided into three types: instrument (INSTM), qualification (QUAL), and mission (MSN). MSN evaluation categories include transition, airdrop, air refueling, basic formation, and navigation/low-level navigation, and any CSO syllabus profile. Pilots will comply with evaluation requirements in **Table 2.1** **(T-2)**.

2.1.2. CSO evaluations are divided into two types: qualification (QUAL) and mission (MSN). The QUAL/MSN evaluation will include demonstrating proficiency in and instructing to the CSO syllabus profile in which the instructor is currently or will be certified in. **(T-2)**. Use all areas of criteria applicable to the events performed on the evaluation. **(T-2).** CSOs will comply with evaluation requirements in **Table 2.2** **(T-2)**.

2.1.3. Unless specified, evaluations may be combined if all requisites and **Table 2.1** or **Table 2.2** flight-required items are accomplished for each evaluation administered.

2.1.4. **Table 2.1** and **Table 2.2** areas indicated with an "R" are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. **(T-2)**. However, if it is impossible to accomplish a required area in flight, the FE may elect to evaluate the area by an alternate method (such as ATD, oral, etc.) in order to complete the evaluation. If the FE determines a required item cannot be adequately evaluated by an alternate method, an additional flight by the examinee will be required to complete the evaluation. **(T-2).**

2.1.5. **Table 2.1** and **Table 2.2** areas indicated as "(CRITICAL)" must be graded Q or U only. **(T-2)**.

2.2. Formal Course Evaluations. Units must ensure that syllabus evaluations are flown according to syllabus mission profile guidelines (if stated) or on a mission profile developed from syllabus training objectives. **(T-2)**. To complete the evaluation, formal course guidelines may be modified based on local operating considerations or FE judgment. Syllabus tasks not addressed in Section C will be evaluated by the FE using criterion-referenced objectives from the appropriate syllabus. **(T-2)**.

2.3. Instructor Evaluations (INSTR). To qualify initially as an instructor, qualified T-1A aircrew must successfully complete an initial instructor/mission evaluation (INIT INSTR/MSN), normally accomplished in conjunction with formal mission qualification training. **(T-2)**. **Exception:** CSO initial instructor qualification will be categorized as INIT QUAL/INSTR/MSN. **(T-2)**.

2.3.1. AFI 11-202V2 requires FEs to evaluate the ability of qualified T-1A aircrew to instruct on all periodic evaluations.

2.3.2. Unless specified, examinees will occupy the seat most appropriate for the mission, as determined by the FE, unit supplemental guidance, and aircrew certifications. **(T-3)**.

2.3.3. Units should attempt to accomplish periodic MSN evaluations during actual formal training course missions with the examinee instructing a student or upgrading an aircrew member.

2.4. Pilot Evaluations.

2.4.1. Instrument (INSTM). T-1A instrument evaluations are generally combined with a qualification evaluation. Examinees will fly a mission in accordance with instrument flight rules (IFR) and accomplish **Table 2.1** requirements. **(T-2)**. Examinees should accomplish requisites prior to the flight portion of the evaluation, and include, at minimum, an instrument examination.

2.4.2. Qualification (QUAL). T-1A qualification evaluations are generally combined with an instrument evaluation. Include visual and instrument approaches at airfields other than the examinee's home field to the maximum extent possible. The examinee will complete **Table 2.1** requirements. **(T-2)**.

2.4.2.1. Requisites should be accomplished prior to the flight portion of the evaluation. At a minimum requisites will include a boldface examination, EPE, closed-book examination, and open book examination. **(T-2)**.

2.4.2.2. During the evaluation, the FE will check the appropriate (basic or CSO/avionics modernization program (AMP) modified) *Flight Manual T-1A; Flight Manual Appendix 1 Performance Data; Abbreviated Flight Crew Checklist; Pilots Fanfold Checklist*; unit specific checklists (example: in-flight guides); and electronic flight bag (as applicable). **(T-2)**.

2.4.3. Examinees will occupy the left seat for initial and requalification instrument, and qualification evaluations. **(T-2)**. Examinees may occupy either seat for periodic instrument and qualification evaluations as determined by the FE or unit supplemental guidance.

2.4.4. MSN Evaluations. Scenarios that represent unit taskings satisfy the requirements of this evaluation. Units will design profiles to evaluate examinee's training, flight position, special qualifications, and basic airmanship. **(T-2).** Give initial mission evaluations in the unit's primary mission. **(T-2)**. The FE may perform pilot not flying duties and simulate student errors during this evaluation.

2.4.4.1. Typical T-1A mission areas include transition, high level navigation, low level navigation, basic formation, formation airdrop, air refueling, and applicable CSO syllabus profiles.

2.4.4.2. Requisites should be accomplished prior to the flight portion of the evaluation. Requisities will include, at a minimum, an EPE and a boldface examination. **(T-2)**. If the qualification and mission evaluation eligibility periods overlap, a single EPE may fulfill the requirement for both evaluations, if accomplished within both eligibility periods. Examinees must complete a separate boldface examination for each evaluation. **(T-2)**.

Table 2.1. Pilot Evaluation Requirements.(T-2).

A	A	B	C	D	E	F	G	H	I

REA	**Title**	**Type of Evaluation (see Legend)**							
		1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
1	Publications	R	R	R	R	R	R	R	R
2	Mission Planning	R	R	R	R	R	R	R	R
3	Chart Preparation				R				
4	Briefing	R	R	R	R	R	R	R	R
5	Ground Operations	R	R	R	R	R	R	R	R
6	Takeoff		R						
7	Departure		R						
8	Course/Arc Maintenance		R						
9	Enroute Procedures	R	R	R	R	R	R	R	R
10	In-flight Planning	R	R	R	R	R	R	R	R
11	Clearing	R	R	R	R	R	R	R	R
12	Checklist Procedures	R	R	R	R	R	R	R	R
13	Communication/IFF Procedures	R	R	R	R	R	R	R	R
14	Cockpit Systems Operations	R	R	R	R	R	R	R	R
15	Crew Coordination/Flight Integrity	R	R	R	R	R	R	R	R
16	Risk Management/Decision Making	R	R	R	R	R	R	R	R
17	Task Management	R	R	R	R	R	R	R	R
18	Situational Awareness (Critical)	R	R	R	R	R	R	R	R
19	Airmanship (Critical)	R	R	R	R	R	R	R	R
20	Safety (Critical)	R	R	R	R	R	R	R	R
21	Steep Turn								
22	Vertical S								
23	Unusual Attitudes	R							
24	Traffic Pattern Stalls		R						
25	Slow Flight								
26	Yaw Damper Demonstration								
27	Asymmetric Thrust Demonstration								

28	Flap Retraction Demonstration								
29	Traffic Entry								
30	Tactical Pattern/Landing								
31	Rectangular Pattern/Landing								
32	Straight-In Pattern/Landing								
33	30 Flap Pattern/Landing		R						
34	10 Flap Pattern/Landing								
35	Single Engine (SE) Pattern/Landing		R						
36	No Flap Pattern/Landing		R						
37	Touch-and-Go Procedures								
38	Go-Around								
39	SE Go-Around (**Note** 1)		R						
40	VFR Pattern Breakout and Re-entry								
41	Holding								
42	High Altitude Approach								
43	Enroute Descent								
44	Precision Approach	R							
45	ILS Approach								
46	PAR Approach								
47	Non-precision Approach	R							
48	ASR Approach								
49	TACAN/VOR Approach								
50	Localizer Approach								

51	Localizer Back Course Approach								
52	GPS Approach								
53	RMI Only Approach								
54	SE Approach (**Note** 2)		R						
55	No Gyro Approach								
56	Low Altitude Approach								
57	Circling Approach								
58	Missed Approach	R							
59	SE Missed Approach (**Note** 1)		R						
60	Transition to Land/Landing	R							
61	Route Entry				R				R
62	Altitude Control				R				R
63	Time Control				R				R
64	Course Control				R				R
65	Wind Analysis				R				R
66	Dead Reckoning (DR) Procedures				R				R
67	Terrain Reading				R				R
68	In-flight Data/Fuel Procedures				R				R
69	Maintaining Course (VFR)								
70	VFR Arrival								
71	Position Change						R		
72	Breakout						R		

73	Lost Wingman						R		
74	Formation Takeoff (lead)								
75	Formation Departure (lead)								
76	Enroute Procedures/Planning (lead)								
77	Visual/Offset Formation (lead)								
78	Cell Formation (lead)								
79	Rejoin (lead)								
80	Enroute Descent/Traffic Entry (lead)								
81	Formation Approach (lead)								
82	Formation Takeoff (wing)								
83	Formation Departure (wing)								
84	Visual/Offset Position (wing)				R		R		
85	Cell Formation (wing)						R		
86	Turning Rejoin (wing)						R		
87	Straight-Ahead Rejoin (wing)						R		
88	Formation Approach (wing)								
89	Airdrop (lead)				R				
90	Airdrop (wing)				R				
91	Turn Range/Offset Computation					R			
92	A/R Procedures - Tanker					R			
93	A/R Procedures - Receiver					R			
94	Overrun								
95	Precontact					R			

96	Contact					R			
97	Breakaway								
98	Emergency Procedures	R	R	R	R	R	R	R	R
99	General Knowledge	R	R	R	R	R	R	R	R
100	Instruction (**Note** 3)	R	R	R	R	R	R	R	R
101	Debriefing	R	R	R	R	R	R	R	R

Notes*:*
1. Either an SE missed approach or SE go-around must be flown by the examinee. **(T-2).**
2. A SE approach must be flown by the examinee and may be counted as a precision or nonprecision approach. **(T-2).**
3. Grade instruction on initial instructor evaluations (INIT INSTR) and all periodic evaluations, according to AFI 11-202V2.

Legend:
1: Instrument evaluation
2: Qualification evaluation
3: Transition mission evaluation
4: Formation airdrop mission evaluation
5: Formation air refueling mission evaluation
6: Basic formation mission evaluation
7: Navigation or low level mission evaluation
8: UCT syllabus profile (additional required items will be outlined in syllabus profile)
R: Required area

2.5. CSO Evaluations.

2.5.1. ICSO Qualification (QUAL) / Mission (MSN). Evaluations will be conducted in the aircraft. **(T-2).** Examinees will occupy either the jump seat (I-1 and dual) or the Instructor seat (I-2 only). **(T-2)**. **Exception:** Instructor Training School (ITS) cadre may receive periodic evaluations while occupying either the copilot or CSO position while performing in an ITS role. ITSC examinees will brief the FE on any planned deviation(s) from **Table 2.2** **(T-2)**. **Note:** I-1 and dual QUAL/MSN evaluations will include an ATD event evaluating required procedures from the copilot position in conjunction with the EPE in accordance with **Table 2.2** and **Table 3.2** **(T-2)**. If evaluation criteria do not exist in **Table 2.2** or **Table 3.2** for a CSO syllabus profile being flown, the FE will utilize applicable syllabi course training standards in its place. **(T-2)**.

2.5.2. INIT QUAL/INSTR/MSN evaluations will be conducted with the FE occupying the copilot and/or CSO position. **(T-2)**. The FE will perform student duties with the examinee occupying the jump and/or instructor position. **(T-2)**. Periodic QUAL/MSN evaluations will occur with an unqualified student CSO occupying the copilot and/or CSO postion. **(T-2)**.

2.5.2.1. Requisites should be accomplished prior to the flight portion of the evaluation.

2.5.2.2. *Requisites,* at minimum, will include a boldface examination, EPE, instrument examination, closed-book examination, and open book examination. **(T-2)**. **Note:** For INIT and requalification (RQ) evaluations, the examinee must accomplished all requisites prior to the flight portion of the evaluation. **(T-2)**. **Exception:** I-2 requisite EPE may be completed post-flight to accommodate mission timeline.

2.5.3. Dual Qualified ICSO Qualification (QUAL) / Mission (MSN). An INIT QUAL/MSN evaluation will be administered to the ICSO for the additional qualification being gained (e.g., I-2 gaining qualification as I-1). **(T-2).** Examinee will occupy seat or position as required by **paragraph 2.5.1** and **2.5.2** **(T-2).** Periodic dual QUAL/MSN evaluations will occur in the I-1 position during the flight portion. **(T-2).**

2.5.3.1. Required I-2 *areas in* **Table 2.2** *should be completed via tabletop discussion and/or use of the System-Integration-Lab. The FE will grade this portion in the General Knowledge area. (T-2). Completion of this INIT QUAL/MSN evaluation updates the evaluatee's eligibility period*.

2.5.3.2. Dual qualified ICSOs will accomplish requisites in accordance with **paragraph 2.5.2.1** **(T-2)**.

2.5.4. MSN. FEs will administer these evaluations in the unit primary mission. **(T-2)**. Scenarios that represent unit taskings satisfy the requirements for this evaluation. Units will design profiles to evaluate the examinee's training, flight position, special qualifications, certifications and basic airmanship. **(T-2)**.

2.5.4.1. A certified evaluator CSO will administer MSN evaluations. **(T-2)**.

2.5.4.2. FEs will be certified in the mission in which the examinee is being evaluated. **(T-2)**.

2.5.4.3. Certified evaluator pilots may administer periodic I-1 QUAL/MSN evaluations from the left seat.

2.5.5. ICSO Documentation. Flight examiners will document:

2.5.5.1. "T-1/IN" in the MDS/CREW POSITION block of the AF Form 8. **(T-2)**.

2.5.5.2. "INIT QUAL/INSTR/MSN" (initial), "RQ QUAL/INSTR/MSN" (requal), or "QUAL/MSN" (periodic) under the "mission/check" column of the flight phase on the AF Form 8. **(T-2)**.

2.5.5.3. Seat position (I-1 or I-2) in which the evaluation occurred in the Mission Description block. **(T-2)**.

2.5.5.4. An I-1 or I-2 restriction on the AF Form 8 for the position which was not evaluated. **(T-2)**.

2.5.5.5. Dual qualified I-2 ground evaluations in the mission description (if accomplished). **(T-2)**.

Table 2.2. CSO Evaluation Requirements (Note 3) (T-2).

A R E	A	B	C

A	Title	Type of Evaluati	
		1	2
1	Publications	R	R
2	Mission Planning	R	R
3	Mission Products	R	R
4	Briefing	R	R
5	Ground Operations	R	R
6	Takeoff (monitor)	R	
7	Departure (monitor)	R	
8	Course /Arc Maintenance	R	
9	Enroute Procedures	R	R
10	In-Flight Planning	R	
11	Clearing	R	R
12	Checklist Procedures	R	R
13	Communication/IFF Procedures	R	R
14	Cockpit Systems Operations	R	
15	Equipment Operations	R	R
16	Crew Coordination	R	R
17	Risk Management/Decision Making	R	R
18	Task Management	R	R
19	Situational Awareness (Critical)	R	R
20	Airmanship (Critical)	R	R
21	Safety (Critical)	R	R
22	Touch-and-Go Procedures		
23	Fix to Fix		
24	Holding		
25	Enroute Descent	R	
26	Monitor Precision Approach (**Note** 1)	R	
27	Monitor Non-precision Approach (**Note** 1)	R	
28	Monitor Missed Approach and Single Engine Missed Approach		
29	Route Entry	R	
30	Low Level Altitude Control	R	
31	Time Control	R	
32	Course Control	R	
33	Wind Analysis	R	
34	DR Procedures	R	

35	Terrain Reading	R	
36	In-Flight Data/Fuel Procedures	R	
37	Emergency Procedures	R	R
38	General Knowledge	R	R
39	Position Accuracy		R
40	Signal Prioritization		
41	Threat Procedures		R
42	Weapons Employment		
43	Instruction (**Note** 2)	R	R
44	Debriefing	R	R

Notes:
Either a precision or non-precision approach must be monitored to published minimums by the examinee. **(T-2).**
Grade instruction on initial instructor evaluations and all periodic evaluations in accordance with AFI 11-202V2.
Dual qualified ICSOs will accomplish both I-1 and I-2 qualification/mission evaluation required areas. **(T-2).**
Legend:
1: I-1 Qualification mission evaluation
2: I-2 Qualification mission evaluation
R: Required area
Exception: Some required items may be omitted due to syllabus mission profile requirements.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluation Criteria. FEs will use the grading criteria in **Table 3.1** and **Table 3.2** to determine individual area grades. **(T-2)**. FEs must exercise judgment when area wording is subjective and specific situations are not covered.

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

AREA	Evaluation Area	A	B	C
		Grading Criteria		
		Q	**Q-**	**U**
1	**Publications**	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not affect safety or mission accomplishment.	Publications were outdated and/or contained deficiencies that would affect safety or mission accomplishment.
2	**Mission Planning**	Developed a sound plan to accomplish the mission. Checked all factors applicable to flight according to applicable directives. Was aware of alternatives available, if flight could not be completed as planned. Read and initialed for all items in the FCIF or read files. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF. Was not prepared at briefing time.
3	**Chart Preparation**	Prepared chart according to applicable directives.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.
4	**Briefing**			

	a. Organization	Was well organized and presented in a logical sequence. Concluded the briefing in time to allow for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.	Events were out of sequence and hard to follow with some redundancy.	Confusing presentation. Did not allow time for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.
	b. Presentation	Presented the briefing in a professional manner. Made effective use of training aids. Flight members clearly understood mission requirements.	Did not make effective use of training aids. Dwelled on non-essential mission items.	Did not use training aids. Was redundant throughout the briefing. Lost interest of flight members. Presentation created doubts or confusion.
	c. Mission Coverage	Established objectives for the mission. Presented all events and discussed techniques for accomplishing the mission.	Omitted some minor training events. Gave a limited discussion of techniques.	Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.
5	**Ground Operations**	Established and adhered to station, start engine, taxi, and takeoff times to ensure thorough preflight, check of personal equipment, crew briefing, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major items of the appropriate checklist. Made major deviations in procedure that would prevent safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff, which degraded the mission or made it non-effective.

6	**Takeoff**	Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques	Made minor flight manual procedural or technique deviations. Control was rough or erratic.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear too early. Failed to establish proper climb attitude. Over-controlled aircraft resulted in excessive deviations from intended flight path.
7	**Departure**	Performed departure as published or directed and complied with all restrictions.	Made minor deviations in airspeed and navigation during completion of departure.	Failed to comply with published or directed departure instructions.
8	**Course/Arc Maintenance**	Complied with basic control standards. Established a valid intercept. Maintained course ± 5 degrees. Established valid arc or radial intercept. Maintained arc ± 1 NM.	Maintained course ± 10 degrees. Maintained arc ± 3 NM.	Exceeded Q- criteria.
9	**Enroute Procedures**	Demonstrated satisfactory capability to navigate, using all available means. Used appropriate navigation procedures. Ensured NAVAIDs were properly tuned, identified, and monitored. Complied with clearance instructions. Was aware of position at all times. Remained within the confines of assigned airspace.	Made minor errors in procedures or use of navigation equipment. Made some deviations in tuning, identifying, and monitoring NAVAIDs. Was slow to comply with clearance instructions. Had some difficulty establishing exact position and course.	Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded Q- parameters.

10	**In-flight Planning.**	Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed joker or bingo calls. Remained within assigned airspace. Adjusted mission profile to comply with fuel and/or time limitations, weather, and airspace limits.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for fuel and/or time limitations, weather, and airspace limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel and/or time management prevented mission accomplishment. Did not adjust to weather and airspace.
11	**Clearing**	Continued through all phases of flight. Included all visual and audio sources. Took timely actions to reduce potential conflicts.	Was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate and actions were not taken to reduce possible conflicts.
12	**Checklist Procedures**	All checklists were completed in the prescribed order at a point in the mission as designated by the aircraft flight manual and appropriate directives.	Required checklist items were missed or completed in the wrong order, but did not significantly impact systems operations, crew coordination, and/or safe mission accomplishment.	Did not accomplish required checklists which could impact systems operations, crew coordination, and/or safe mission accomplishment

13	**Communication/ IFF Procedures**	Had complete knowledge of and compliance with correct communication and IFF procedures. Transmissions were concise, accurate, and used proper terminology. Complied with and acknowledged required instructions. Was thoroughly familiar with communications security requirements. Intracockpit and/or intraflight communication was clear, concise, and understood.	Occasional deviations from correct procedures required retransmissions or resetting of codes. Was slow to initiate or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence, or used nonstandard terminology. Intracockpit and/or intraflight communication was sometimes unclear or confusing, but did not significantly affect mission accomplishment or flight safety.	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 or mission accomplishment. Unclear or confusing intracockpit and/or intraflight communication significantly affected mission accomplishment or flight safety.
14	**Cockpit Systems Operations**	Cockpit systems were used in accordance with flight manual and associated directives.	Minor deviations in cockpit systems use did not degrade safety of flight or exceed flight manual limitations.	Major deviations in cockpit systems use potentially degraded safety of flight and/or exceeded flight manual limitations.
15	**Crew Coordination/ Flight Integrity**	Effectively coordinated with other crewmembers throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.

16	**Risk Management/ Decision Making.**	Effectively identified contingencies and alternatives. Gathered and crosschecked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating decisions, which did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated decisions, which seriously degraded mission accomplishment or safety of flight.
17	**Task Management**	Correctly prioritized and managed tasks based on existing and new information, which ensured mission completion.	Made minor errors in prioritization or management of task, which did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks, which seriously degraded mission accomplishment or safety of flight.
18	**Situational Awareness (Critical)**	Accurately analyzed flight conditions. Planned and acted in a timely manner to ensure safe mission accomplishment.	**Note:** Because this area is critical, Q- is not applicable.	Improperly analyzed flight conditions and failed to plan or act in a timely manner, which seriously degraded mission accomplishment or safety of flight.
19	**Airmanship (Critical)**	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	**Note:** Because this area is critical, Q- is not applicable.	Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.

20	**Safety (Critical)**	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	**Note:** Because this area is critical, Q- is not applicable.	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
21	**Steep Turns**	Maintained ± 200 feet of planned altitude. Rollout was ± 10 degrees of planned heading. Maintained ± 10 KIAS of planned airspeed.	Maintained ± 300 feet of planned altitude. Rollout was ± 15 degrees of planned heading. Maintained ± 15 KIAS of planned airspeed.	Exceeded Q- criteria.
22	**Vertical S**	Maintained ± 10 KIAS of planned airspeed. Maintained ± 200 ft/min of planned rate of climb or descent.	Maintained ± 15 KIAS of planned airspeed. Maintained ± 500 ft/min of planned rate of climb or descent	Exceeded Q- criteria.
23	**Unusual Attitudes**	Made a smooth, positive recovery to level flight with correct recovery procedures.	Was slow to analyze attitude or erratic in recovery to level flight. Used correct recovery procedures.	Was unable to determine attitude. Used improper recovery procedures.
24	**Traffic Pattern Stalls**	Recovered to level flight expeditiously without stall or exceeding aircraft limitations, minimizing altitude loss. Used correct instrument flight references and procedures.	Was slow to analyze attitude or erratic in recovery to level flight. Was slow to recognize or use the proper power setting and configuration.	Failed to correctly analyze attitude or failed to recover, using correct recovery procedures.
25	**Slow Flight**	Airspeed was + 5/– 0 KIAS of desired airspeed.	Airspeed was + 10/– 5 KIAS of desired airspeed.	Maintained deviations in excess of Q- criteria.

26-28	**Flight Characteristics, Demonstrations (Yaw Damper, Asymmetric Thrust, and Flap Retraction)**	Performed maneuvers in accordance with AETCMAN 11-247, *T-1A Flying Fundamentals*.	Made minor deviations from prescribed procedures, but maintained safe accomplishment and effectiveness of demonstration.	Made major deviations from prescribed procedures, which potentially detracted from safe mission accomplishment or effectiveness of demonstration.
29	**Traffic Entry**	Performed traffic entry as published and/or directed. Complied with all applicable directives.	Minor deviations in airspeed and navigation occurred during completion of traffic entry.	Failed to comply with published directives and/or air traffic control-directed traffic entry instructions.
30-34	**Tactical Pattern/Landing, Rectangular Pattern/Landing, Straight-In Pattern/Landing, 30 Flap Pattern/ Landing, and 10 Flap Pattern/ Landing**	Arrived ± 1/2 NM from desired rollout point from final turn to final on proper glide path. Prior to threshold, maintained + 10/– 0 KIAS of tech order airspeed. Arrived + 10/– 0 at threshold. Touchdown was in the prescribed landing zone. Maintained runway centerline ± 10 feet.	Arrived ± 1 NM from desired rollout point from final turn to final on proper glide path. Prior to threshold, maintained + 20/– 0 KIAS of tech order airspeed. Arrived + 15/– 5 at threshold. Touchdown was outside prescribed landing zone, but did not affect safety of flight. Maintained runway centerline ± 30 feet.	Exceeded Q- criteria.
35-36	**Single-Engine Pattern/Landing and No Flap Pattern/Landing**	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed or angle of attack (AOA). Flew approach compatible with the situation. Adjusted approach for type of emergency simulated. Prior to threshold, maintained	Made minor procedural errors. Airspeed or AOA control was erratic. Errors did not detract from the safe handling of the situation. Prior to threshold, maintained + 20/– 0 KIAS of tech order airspeed. Arrived + 15/– 5 at threshold. Touchdown was	Did not comply with applicable procedures. Erratic airspeed or AOA control compounded problems associated with the emergency. Flew an approach that was incompatible with the simulated emergency. Did not adjust approach for simulated emergency.

		+ 10/– 0 KIAS of tech order airspeed. Arrived + 10/– 0 at threshold. Touchdown was in the prescribed landing zone. Maintained runway centerline ± 10 feet.	outside prescribed landing zone, but did not affect safety of flight. Maintained runway centerline ± 30 feet.	
37	**Touch-and-Go Procedures**	Touchdown was in prescribed landing zone. On the runway, reconfigured aircraft in a timely manner. Maintained runway centerline ± 10 feet.	Touchdown was outside prescribed landing zone, but did not affect safety of flight. Reconfiguration was unnecessarily delayed, but did not affect safety of flight. Maintained runway centerline ± 30 feet.	Touchdown was outside prescribed landing zone, which potentially affected safety of flight. Reconfiguration was delayed or used incorrect procedures. Exceeded Q- criteria.
38-39	**Go-Around and Single Engine Go-Around**	Initiated and performed a go-around promptly in accordance with flight manual and operational procedures and directives.	Was slow to initiate a go-around or procedural steps.	Did not initiate a go-around when appropriate or directed. Techniques unsafe or applied incorrect procedures.
40	**VFR Breakout and Reentry**	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed or AOA and altitude.	Made minor procedural errors. Airspeed or AOA and altitude control was erratic. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed or AOA and altitude control compromised safety.
41	**Holding**	Performed entry and holding according to published procedures and directives.	Made minor deviations from prescribed procedures, but safely accomplished the maneuver.	Holding was not according to published procedures and directives.

42	**High Altitude Approach**	Performed the approach as published or directed and according to AFMAN 11-202V3 Complied with restrictions. Made smooth and timely corrections.	Performed the penetration and approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Performed the penetration and approach with major deviations. Made erratic corrections.
43	**Enroute Descent**	Performed descent as directed and complied with restrictions.	Performed descent as directed with minor deviations.	Performed descent with major deviations.
44	**Precision Approach**	Performed procedures as published and according to applicable flight manual. Made smooth and timely corrections to azimuth and glide slope. Complied with decision height, and position would have permitted a safe landing. Airspeed was + 10/– 0 knots.	Performed procedures with minor deviations. Was slow to make corrections or initiate procedures. Position at decision height would have permitted a safe landing. Airspeed was + 20/– 5 knots.	Performed procedures with major deviations. Made erratic corrections. Exceeded Q- limits. Did not comply with decision height, or position at decision height would not have permitted a safe landing.
45	**ILS Approach**	Maintained ± 1 dot width of course centerline and glide slope.	Maintained ± 2 dots width of course centerline and glide slope within 1 dot low or 2 dots high.	Exceeded Q- criteria.
46	**PAR Approach**	Maintained heading ± 5 degree of controller instructions. Made smooth and timely corrections to controller's instruction to glide path control.	Maintained heading ± 10 degree of controller instructions. Slow response to controller's instructions caused poor glide path control, but never exceeded well above or below glide path.	Exceeded Q- criteria.

47	**Non-precision Approach.**	Adhered to published or directed procedures and restrictions. Used appropriate descent rate to arrive at minimum descent altitude (MDA) at or before visual descent point (VDP) and missed approach point (MAP). Position would have permitted a safe landing. Airspeed was + 10/– 0 knots.	Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Airspeed was + 20/– 5 knots.	Did not comply with published or directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA. Could not have landed safely from the approach.
48	**ASR Approach**	Maintained ± 5 degrees of assigned heading.	Maintained ± 10 degrees of assigned heading.	Exceeded Q- criteria.
49	**TACAN/VOR Approach**	Maintained ± 1 dot width of course centerline.	Maintained ± 2 dot width of course centerline.	Exceeded Q- criteria.
50-51	**Localizer Approach and Back Course Localizer Approach**	Maintained ± 1 dot width of course centerline.	Maintained ± 2 dot width of course centerline.	Exceeded Q- criteria.
52	**GPS Approach**	Maintained ± 1 dot width of course centerline.	Maintained ± 2 dot width of course centerline.	Exceeded Q- criteria.
53	**RMI Only Approach (NDB, VOR)**	Maintained ± 5 degrees of course centerline.	Maintained ± 10 degrees of course centerline.	Exceeded Q- criteria.

54	**Single Engine Approach**	Used sound judgment. Configured at the appropriate position or altitude. Flew final based on recommended procedures, airspeed or AOA, and glide path. Had smooth, positive control of aircraft. Touchdown point was according to applicable guidance and permitted safe stopping in available runway. Airspeed was + 10/– 0 knots.	Safety was not compromised. Configured at a position and altitude that allowed for a safe approach. Could have landed safely in available runway. Had minor deviations from recommended procedures, airspeed or AOA, and altitudes. Minor errors in planning or judgment caused unnecessary maneuvering. Airspeed was + 20/– 5 knots.	Judgment was unsafe. Made major deviations from recommended procedures, airspeed or AOA, and altitudes. Required excessive maneuvering. Could not have landed safely. Touchdown point was not according to applicable guidance and would not allow for safe stopping on available runway.
55	**No Gyro Approach**	Made smooth and timely corrections to azimuth and/or glide slope.	Was slow to make corrections to azimuth and/or glide slope.	Major deviations from controller's instructions resulted in approach being terminated by controller or would not allow for safe landing.
56	**Low Altitude Approach**	Performed the low altitude approach as published or directed and according to AFMAN 11-202V3. Complied with restrictions. Made smooth and timely corrections.	Performed low altitude approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Performed low altitude approach with major deviations. Made erratic corrections.

57	**Circling Approach**	Performed circling approach according to procedures and techniques outlined in applicable flight manual and directives. Aircraft control was positive and smooth. Had proper runway aligNMent.	Performed circling approach with minor deviations to procedures and techniques outlined in applicable flight manual. Aircraft control was not smooth, but was safe. Runway aligNMent varied, but a go-around was not required.	Circling approach was not performed according to procedures and techniques outlined in applicable flight manual. Aircraft control was erratic. Large deviations in runway aligNMent required a go-around.
58-59	**Missed Approach and Single Engine Missed Approach**	Executed missed approach as published or directed. Completed all procedures according to applicable flight manual and directives.	Executed missed approach with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach with major deviations or did not comply with applicable directives.
60	**Transition to Land/Landing**	Smoothly transitioned to the landing phase. Transition was timely and appropriate, based on the altitude and distance at which the runway enviroNMent was visually acquired. Prior to threshold, maintained + 10/– 0 KIAS of tech order airspeed. Arrived + 10/– 0 at threshold. Touchdown was in the prescribed landing zone. Maintained runway centerline ± 10 feet.	Made a slow transition to the landing phase. Excessive power and/or pitch inputs resulted in a long or short landing. Prior to threshold, maintained + 20/– 0 KIAS of tech order airspeed. Arrived + 15/– 5 at threshold. Touchdown was outside prescribed landing zone, but did not affect safety of flight. Maintained runway centerline ± 30 feet.	Made a late transition to the landing phase. Excessive power and/or pitch inputs resulted in an excessively long or short landing. Unable to land out of the approach.
61	**Route Entry**	Arrived at entry point within 1 NM radius.	Entered the route within a 3 NM radius of the entry point, or within the route corridor, whichever was less.	Exceeded Q- criteria.

62	**Altitude Control**	Maintained 500 to 1,000 feet AGL unless obstacles or safety dictated.	Maintained 500 to 1,500 feet AGL unless obstacles or safety dictated.	Exceeded Q- criteria.
63	**Time Control**	Arrived over checkpoint, initial point, or drop zone within 1 minute of planned time.	Arrived over checkpoint, initial point, or drop zone within 2 minutes of planned time.	Exceeded Q- criteria.
64-67	**Course Control, Wind Analysis, DR Procedures, and Terrain Reading**	Maintained course ± 2 NM of planned course or route width, whichever was less.	Maintained course within route corridor.	Exceeded Q- criteria.
68	**In-Flight Data/Fuel Procedures**	Made timely and accurate updates based on flight conditions.	Was slow to compute necessary in-flight updates.	In-flight fuel checks were omitted where necessary for the safe conduct of the mission.
69	**Maintaining Course (VFR)**	Maintained ± 5 miles.	Maintained ± 10 miles.	Exceeded Q- criteria.
70	**VFR Arrival**	Performed VFR arrival according to procedures and techniques outlined in the flight manual, operational procedures, and local directives.	Performed VFR arrival with minor deviations to procedures and techniques outlined in the flight manual, operational procedures, and local directives.	VFR arrival was not performed according to procedures and techniques outlined in the flight manual, operational procedures, and local directives.
71	**Position Change**	Lead was decisive and clearly directed the lead change with wingman in an appropriate position according to applicable flight manuals.	Lead was slow to position the aircraft to perform the lead change.	Excessive time was taken to accomplish the lead change. Procedure was not conducted according to directives.
72-73	**Breakout and Lost Wingman**	Performed maneuvers in accordance with AETCMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.

74	**Formation Takeoff (Lead)**	Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques.	Made minor flight manual procedural or technique deviations. Control was rough or erratic.	Takeoff was potentially dangerous. Attempted to exceed aircraft or systems limitations. Raised gear too early. Failed to establish proper climb attitude. Over-controlled aircraft, which resulted in excessive deviations from intended flight path.
75	**Formation Departure (Lead)**	Was smooth on controls. Gave excellent wingman consideration.	Was occasionally rough on controls. Was not unsafe, but lack of wingman consideration made it difficult for the wingman to maintain position.	Was rough on controls. Did not consider the wingman.
76	**Enroute Procedures/ Planning (Lead)**	Maneuvered aircraft with a basic understanding of situational awareness and energy level.	Had limited flight management. In-flight decisions delayed mission accomplishment or degraded training benefit. Was occasionally rough on controls. Was not unsafe, but resulted in difficulty for wingman to maintain position. Did not always plan ahead and or hesitated in making decisions. Some minor deviations occurred.	Exceeded Q- criteria.
77-79	**Visual Formation (Lead), Cell Formation (Lead), and Rejoins (Lead)**	Performed maneuvers in accordance with AETCMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.

80	**Enroute Descent/ Traffic Entry (Lead)**	Performed descent and traffic entry as published or directed and complied with all restrictions or directives.	Minor deviations in airspeed and navigation occurred during descent and traffic entry.	Failed to comply with published or directed descent and traffic entry instructions or directives.
81	**Formation Approach (Lead)**	Was smooth on controls and considered wingman. Complied with formation approach procedures. Flew approach as published or directed.	Was occasionally rough on controls. Was not unsafe, but made it difficult for wingman to maintain position. Had some procedural deviations. Was slow to comply with published procedures.	Did not monitor wingman's position or configuration. Was rough on controls. Made no consideration for wingman. Placed wingman in an unsafe situation. Made major deviations in procedures. Did not fly approach as published or directed. Could not have landed from approach.
82-83	**Formation Takeoff and Departure (Wing)**	Performed maneuvers in accordance with AETCMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
84	**Visual Position (Wing)**	Performed maneuvers in accordance with AETCMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
85-87	**Cell Formation (Wing), Turning Rejoin (Wing), and Straight-Ahead Rejoin (Wing)**	Performed maneuvers in accordance with AETCMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.

88	**Formation Approach (Wing)**	Maintained position with only momentary deviations. Made smooth and immediate corrections. Maintained safe separation and complied with procedures and lead's instructions.	Varied position considerably. Over-controlled.	Made abrupt position corrections. Did not maintain safe separation. Made unsafe wing position and/or procedural deviations.
89	**Airdrop (Lead)**	Maintained + 100/– 0 feet of briefed airdrop altitude. Maintained + 10/– 0 KIAS of briefed drop airspeed.	Maintained + 200/– 0 feet of briefed airdrop altitude. Maintained + 15/– 5 KIAS of briefed drop airspeed.	Exceeded Q- criteria.
90	**Airdrop (Wing)**	Maintained + 100/– 0 feet of briefed airdrop altitude. Maintained + 10/– 0 KIAS of briefed drop airspeed.	Maintained + 200/– 0 feet of briefed airdrop altitude. Maintained + 15/– 5 KIAS of briefed drop airspeed.	Exceeded Q- criteria.
91-94	**Turn Range/Offset Computation, A/R Procedures - Tanker, A/R Procedures - Receiver, and Overrun**	Performed maneuvers in accordance with AETCMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
95	**Precontact**	Precontact position fore/aft was ± 15 feet, vertical was ± 10 feet, and lateral was ± 15 degrees.	Precontact position fore/ aft was ± 25 feet, vertical was ± 10 feet, and lateral was ± 15 degrees.	Exceeded Q- criteria.
96	**Contact**	Contact position fore/aft was +/-6 feet, vertical was +/-5 feet, and lateral was +/-10 degrees	Contact position fore/aft was +/-10 feet, vertical was +/-10 feet, and lateral was +/-15 degrees	Exceeded Q- criteria.

97	**Breakaway**	Performed maneuvers in accordance with AETCMAN 11-247.	Minor errors occurred which detracted from maneuver accomplishment.	Major deviations occurred; was unable to perform maneuver, and/or compromised safety in an attempt to complete maneuver.
98	**Emergency Procedures**	Displayed correct, immediate response to boldface and non-boldface emergency situations. Effectively used checklist.	Response to boldface emergencies was correct. Response to certain areas of non-boldface emergencies or follow-on steps to boldface procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made an incorrect response for boldface or CAP emergency. Was unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or contents.
99	**General Knowledge:**			
	a. Aircraft General	Demonstrated thorough knowledge of aircraft systems, limitations, and performance characteristics.	Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
	b. Flight Rules/ Procedures	Had a thorough knowledge of flight rules and procedures.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules and procedures.
100	**Instruction:**			
	a. Briefing/ Debriefing	Presented a comprehensive, instructional briefing or debriefing. Properly bried and debriefed the mission objective. Properly assessed and debriefed focus points while properly managing trainees time.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers. Objectives were ambiguous or unrealistic.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was

			below the caliber of that expected of instructors. Failed to define mission objectives. Failed to properly manage trainees time.
b. Demonstration of Maneuvers	Performed required maneuvers within prescribed parameters. Provided concise and meaningful in-flight commentary. Demonstrated excellent instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.
c. Instructor Knowledge	Demonstrated in-depth knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Had deficiencies in depth of knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Was unfamiliar with procedures, mission requirements, aircraft systems, and/or performance characteristics. A lack of knowledge in certain areas seriously detracted from instructor effectiveness.
d. Ability to Instruct	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, and/or systems use. Did not remain aware of aircraft or mission situation at all times.

	e. Grading Practices	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms, or records. Comments were invalid, unclear, or did not accurately document performance.
101	**Debriefing**	Was well organized and properly debriefed the mission objectives. Properly assessed and debriefed focus point while properly managing trainees time.	Omitted some minor training events. Was hard to follow and had some redundancy.	Disorganized and failed to properly assessed and debriefed focus points. Failed to properly manage trainees time.

Table 3.2. CSO Evaluation Criteria (T-2).

A R E A	**Evaluation Area**	**A**	**B**	**C**
		Grading Criteria		
		Q	**Q-**	**U**
1	**Publications**	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not affect safety or mission accomplishment.	Publications were outdated, missing, and/or contained deficiencies that would affect safety or mission accomplishment.

2	**Mission Planning**	Developed a sound plan to accomplish the mission. Checked all factors applicable to flight according to applicable directives. Was aware of alternatives available, if flight could not be completed as planned. Read and initialed for all items in the FCIF or read files. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF. Was not prepared at briefing time.
3	**Mission Products**	Prepared products according to applicable directives.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.
4	**Briefing:**			
	a. Organization	Was well organized and presented in a logical sequence. Concluded the briefing in time to allow for preflight of personal equipment and aircraft.	Events were out of sequence and hard to follow with some redundancy.	Disorganized. Did not allow time for preflight of personal equipment and aircraft.
	b. Presentation	Presented the briefing in a professional manner. Made effective use of training aids. Flight members clearly understood mission requirements.	Did not make effective use of training aids. Dwelled on nonessential mission items.	Did not use training aids. Was redundant throughout the briefing. Lost interest of flight members. Presentation created doubts or confusion.

	c. Mission Coverage	Established objectives for the mission. Presented all events and discussed techniques for accomplishing the mission.	Omitted some minor training events. Gave a limited discussion of techniques.	Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.
5	**Ground Operations**	Established and adhered to start, taxi, and takeoff times. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major items of the appropriate checklist. Made major deviations in procedure that would prevent safe mission accomplishment. Crew errors directly contributed to a late takeoff, which degraded the mission or made it non-effective.
	Takeoff:			
	a. I-1 (jump seat)	Monitored aircraft control and informed pilot of any deviations throughout takeoff. Ensured takeoff was performed in accordance with flight manual procedures and techniques.	Slow to notify pilot of minor procedural deviations that did not detract from mission effectiveness.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Allowed gear or flap retraction too early. Failed to ensure pilot established proper climb and attitude and lateral navigation requirements.

	b. I-1 (Copilot Seat)	Directed and monitored aircraft control and informed pilot of any deviations throughout takeoff. Ensured takeoff was performed in accordance with flight manual procedures and techniques	Slow to notify pilot of minor procedural deviations that did not detract from mission effectiveness.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear or flaps too early. Failed to ensure pilot established proper climb and attitude and lateral navigation requirements.
7	**Departure**	Monitored departure as published or directed and informed pilot of any deviations or discrepancies.	Slow to notify pilot of minor deviations in intended airspeed and navigation during departure.	Failed to notify pilot of major deviations from published or directed departure instructions.
8	**Course/Arc Maintenance**	Directed compliance with basic control standards. Directed establishment of a valid intercept. Directed maintenance of course ± 5 degrees. Directed establishment of valid arc or radial intercept. Directed maintenance of arc ± 2 NM.	Directed maintenance of course ± 10 degrees. Directed establishment of valid arc or radial intercept. Directed maintenance of arc ± 3 NM.	Exceeded Q- criteria.

9	**Enroute Procedures**	Demonstrated satisfactory capability to navigate, using all available means. Used appropriate navigation procedures. Ensured NAVAIDs were properly tuned, identified, and monitored. Complied with clearance instructions. Was aware of position at all times.	Made minor errors in procedures or use of navigation equipment. Made some deviations in tuning, identifying, and monitoring NAVAIDs. Was slow to comply with clearance instructions. Had some difficulty establishing exact position and course.	Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Exceeded Q-parameters.
10	**In-Flight Planning**	Adjusted mission profile to comply with fuel and/or time limitations, weather, and airspace limits.	Was slow to adjust mission profile for fuel and/or time limitations, weather, and airspace limits.	Did not adjust to weather and airspace. Action or inaction resulted or would have resulted in departure from assigned airspace.
11	**Clearing**	Continued through all phases of flight. Included all visual and audio sources. Took timely actions to reduce potential conflicts.	Was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate and actions were not taken to reduce possible conflicts.
12	**Checklist Procedures**	All checklists were completed in the prescribed order at a point in the mission as designated by the aircraft flight manual and appropriate directives.	Required checklist items were missed or completed in the wrong order, but did not significantly impact systems operations, crew coordination, and/or safe mission accomplishment.	Did not accomplish required checklists which could impact systems operations, crew coordination, and/or safe mission accomplishment

13	**Communication /IFF Procedures**	Had complete knowledge of and compliance with correct communication and IFF procedures. Transmissions were concise, accurate, and used proper terminology. Complied with and acknowledged required instructions.	Occasional deviations from correct procedures required retransmissions or resetting of codes. Was slow to initiate or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence, or used nonstandard terminology.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness or mission accomplishment. Unclear or confusing intracockpit and/or intraflight communication significantly affected mission accomplishment or flight safety.
14	**Cockpit Systems Operations.**	Cockpit systems were used in accordance with flight manual and associated directives.	Minor deviations in cockpit systems use did not degrade safety of flight or exceed flight manual limitations.	Major deviations in cockpit systems use potentially degraded safety of flight and/or exceeded flight manual limitations.
15	**Equipment Operations**	Had a thorough knowledge of all equipment operations. Used systems knowledge to correctly operate aircraft equipment in normal or abnormal operations.	A limited knowledge of equipment led to incorrect or incomplete operation of aircraft equipment in normal or abnormal operations but did not detract from safety of flight.	A lack of knowledge of equipment detracted from mission and resulted in potential unsafe flight conditions.

16	**Crew Coordination**	Effectively coordinated with other crewmembers throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
17	**Risk Management/ Decision Making**	Effectively identified contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating decisions, which did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated decisions, which seriously degraded mission accomplishment or safety of flight.
18	**Task Management**	Correctly prioritized and managed tasks based on existing and new information, which ensured mission completion.	Made minor errors in prioritization or management of task, which did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks, which seriously degraded mission accomplishment or safety of flight.
19	**Situational Awareness (Critical)**	Accurately analyzed flight conditions. Planned and acted in a timely manner to ensure safe mission accomplishment.	**Note**: Because this area is critical, Q- is not applicable.	Improperly analyzed flight conditions and failed to plan or act in a timely manner, which seriously degraded mission accomplishment or safety of flight.
20	**Airmanship (Critical)**	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	**Note**: Because this area is critical, Q- is not applicable.	Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.

21	**Safety (Critical)**	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	**Note**: Because this area is critical, Q- is not applicable.	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
22	**Touch-and-Go Procedures**	Reconfigured aircraft in a timely manner, in accordance with flight manual.	Reconfiguration was unnecessarily delayed and in accordance with flight manual, but did not impact safety of flight.	Reconfiguration was excessively delayed or used incorrect procedures. Exceeded Q- criteria.
23	**Fix to Fix**	Directed small, infrequent heading changes; positioned aircraft ± 3 miles of desired fix.	Directed frequent or large heading changes; positioned aircraft ± 4 miles of desired fix.	Exceeded Q- criteria.
24	**Holding**	Directed entry and holding according to published procedures and directives.	Made minor deviations from prescribed procedures, but safely accomplished the maneuver.	Holding was not according to published procedures and directives.
25	**Enroute Descent**	Performed or directed descent as directed and complied with restrictions. Accurately calculated descent point and descent rate required to meet ATC instructions utilizing technical order scheduled descent airspeeds.	Performed or directed descent as directed with minor deviations.	Performed or directed descent with major deviations.

26	**Direct/Monitor Precision Approach**	Directed procedures as published and according to applicable flight manual. Directed smooth and timely corrections to azimuth and glide slope. Complied with decision height, and directed position would have permitted a safe landing. Airspeed was + 20/– 0 knots.	Directed procedures with minor deviations. Was slow to make corrections or initiate procedures. Position at decision height would have permitted a safe landing. Airspeed was + 25/– 5 knots. ILS: Direct ± 2 dots width of course centerline and glide slope within 1 dot low or 2 dots high	Directed procedures with major deviations. Made erratic corrections. Exceeded Q- limits. Did not comply with decision height, or position at decision height would not have permitted a safe landing.
27	**Direct/Monitor Nonprecision Approach**	Adhered to published or directed procedures and restrictions. Used appropriate descent rate to arrive at 100ft above MDA at or before VDP and MAP. Position would have permitted a safe landing. Airspeed was +20/-0 knots. GPS/TACAN/VOR/Localizer: Directed pilot to maintain ± 1 dot width of course centerline.	Directed approach with minor deviations. Arrived 100ft above MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Airspeed was +25/-5 knots. GPS/TACAN/VOR/Localizer: Directed ± 2 dot width of course centerline.	Did not comply with published or directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA. Could not have landed safely from the approach.

	Missed Approach and Single Engine Missed Approach	Recognized parameters requiring missed approach and directed initiation of missed approach point or appropriate time due to pilot deviation or ATC instructions. Directed pilot through missed approach to the termination fix or as directed by ATC. Completed all procedures according to applicable flight manual and directives.	Was slow to recognize proper missed approach point. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach with major deviations or did not comply with applicable directives.
29	**Route Entry**	Directed pilot (if Copilot) or copilot (if jump), to arrive at entry point within 1 NM radius.	Directed pilot (if Copilot) or copilot (if jJump), to arrive at entry point within 3 NM radius of the entry point, or within the route corridor, whichever was less.	Exceeded Q- criteria.
30	**Low Level Altitude Control**	Monitored altitude control and notified pilot (if copilot) or copilot (if jump), of deviations greater than +500/-0 feet AGL of briefed altitude unless obstacles or safety dictated. Calculated accurate obstacle clearance altitudes and effectively directed climbs and descents for avoidance.	Monitored altitude control and notified pilot (if copilot) or copilot (if jump), of deviations greater than +1000/- 0 feet AGL of briefed altitude unless obstacles or safety dictated. Slow to recognize obstacle clearance requirements. Slow to direct climbs and descents for obstacle avoidance.	Exceeded Q- criteria.

31	**Time Control**	Directed pilot (if copilot) or copilot (if jump), to arrive over Entry Point, Turn Point, or Target within 30" or within assigned time- over-target window.	Directed pilot (if copilot) or copilot (if jump), to arrive over Entry Point, Turn Point, or Target within 1 minute or within 1 minute of assigned time-over-target window	Exceeded Q- criteria.
32-35	**Course Control, Wind Analysis, DR Procedures, and Terrain Reading**	Directed pilot (if copilot) or monitored copilot's ability (if jump), to maintain course ± 2 NM of planned course unless maneuvering for a threat or utilizing geometry. Precise run-in parameters for weapons release.	Directed pilot (if copilot) or copilot (if jump), to maintain course within route corridor. Aircraft arrived within limits of run-in parameters for weapons release.	Exceeded Q- criteria.
36	**In-Flight Data/Fuel Procedures**	Made timely and accurate updates based on flight conditions.	Was slow to compute necessary in-flight updates.	In-flight fuel checks were omitted where necessary for the safe conduct of the mission.
37	**Emergency Procedures**	Displayed correct immediate response to boldface or CAP and non-boldface emergency situations. Effectively used checklist.	Response to boldface or CAP emergencies was correct. Response to certain areas of non-boldface emergencies or follow-on steps to boldface procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made an incorrect response for boldface or CAP emergency. Was unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or contents.
38	**General Knowledge:**			

	a. Aircraft General	Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely	Demonstrated deficiencies either in depth of knowledge or comprehension	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
	b. Flight Rules/ Procedures	Knowledge of flight rules and procedures was sufficient for mission accomplishment.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules and procedures.
39	**Position Accuracy**	Effectively determined current position.	Slow to determine current position +/- 2NM.	Exceeded Q- criteria.
40	**Signal Prioritization:**			
	a. I-2 (Instructor Seat)	Identified CSO prioritization/jamming of all high priority emitters in a timely manner.	Identified CSO prioritization/ jamming of the majority of high priority emitters.	Failed to identify CSO errors in prioritizing/jamming of high priority emitters.
	b. I-2 (CSO Seat)	Correctly prioritized/jammed high priority emitters in a timely manner.	Slow to prioritize high priority emitters but did not compromise successful mission accomplishment.	Failed to prioritize high priority emitters. More than two high priority emitters were left uncovered.
41	**Threat Procedures:**			
	a. I-1 (jump & copilot Seat)	Correctly identified/directed pilot (if copilot) or copilot (if jump) in a timely manner and applied correct maneuver to effectively defeat threats.	Slow to identify/direct pilot (if copilot) or copilot (if jump) to avoid threat. Misanalysis of threat location detracted from, but did not compromise, successful mission accomplishment.	Failed to recognize/avoid immediate threats. Unintentionally allowed aircraft to enter/directed pilot into known threat location.

	b. I-2 (Instructor & CSO Seat)	Effectively directed use of/utilized equipment to defeat or avoid threats. Correctly directed/employed electronic countermeasures in a timely manner. Identified threats in a timely manner.	Slow to recognize threats and direct/employ appropriate countermeasures. Misanalysis of threat identification detracted from, but did not compromise, successful mission accomplishment.	Incorrectly identified threats. Failed to recognize/avoid immediate threats. Failed to direct/employ countermeasures. correctly.
42	**Weapons Employment:**			
	a. I-1 (jump & copilot Seat)	Effectively identified/directed pilot (if copilot) or copilot (if jump), to within briefed weapons parameters.	Slow to identify/direct pilot (if copilot) or copilot (if jump), to within briefed weapons parameters. Misanalysis of weapons effective zones detracted from, but did not compromise, successful mission accomplishment.	Failed to identify/direct pilot (if copilot) or copilot (if jump), to within briefed weapon release parameters. Unintentionally allowed/employed weapons outside briefed parameters.
	b. I-2 (Instructor & CSO Seat)	Effectively directed weapon employment/ employed weapons within briefed parameters. Correctly analyzed parameters for valid weapons employment.	Slow to direct/employ appropriate weapons. Misanalysis of weapons effective zones detracted from, but did not compromise, successful mission accomplishment.	Failed to employ weapons. Employed incorrect weapons. Unintentionally allowed/employed weapons outside briefed parameters.
43	**Instruction:**			

Briefing/ Debriefing	Presented a comprehensive, instructional briefing or debriefing that encompassed all mission events. Made excellent use of training aids. Gave an excellent analysis of all events or maneuvers. Clearly defined objectives.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers. Objectives were ambiguous or unrealistic.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was below the caliber of that expected of instructors. Failed to define mission objectives.
b. Demonstration of Maneuvers	Performed required maneuvers within prescribed parameters. Provided concise and meaningful in- flight commentary. Demonstrated excellent instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.
c. Instructor Knowledge	Demonstrated in-depth knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Had deficiencies in depth of knowledge of procedures, mission requirements, aircraft systems, and/or performance characteristics.	Was unfamiliar with procedures, mission requirements, aircraft systems, and/or performance characteristics. A lack of knowledge in certain areas seriously detracted from instructor effectiveness.

	d. Ability to Instruct	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, and/or systems use. Did not remain aware of aircraft or mission situation at all times.
	e. Grading Practices	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.
44	**Debriefing**	Was well organized and presented in a logical sequence. Adequately discussed accomplishment of mission objectives. Effectively utilized debriefing station.	Omitted some minor training events. Was hard to follow and had some redundancy.	Made a confusing presentation. Failed to adequately debrief major aspects of the mission.

MARK D. KELLY, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-202V2, *Aircrew Standardization and Evaluation Program*, 6 December 2018

AFI 11-202V2_AETCSUP, **Aircrew Standardization and Evaluation Program,** 12 March 2019

AFMAN 11-202V3, *Flight Operations*, 10 June 2020

AETCMAN 11-247, *T-1A Flying Fundamentals*, 17 September 2019

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

AFI 33-360, *Publications and Forms Management*, 1 December 2015

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

DoDI 5400.11, *DoD Privacy and Civil Liberties Programs*, 29 January 2019

TO 1T-1A-1, *Flight Manual - T-1A*, 31 August 2010, Change 3, 31 January 2017

TO 1T-1A-1-1, *Flight Manual Appendix 1, Performance Data* – T-1A, 15 October 1998, Change 13, 31 January 2017

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

19 AF/DOV—19th Air Force Standardization and Evaluations

AF/A3T—Deputy Chief of Staff, Operations, Director of Training and Readiness

AFI—Air Force instruction

AFMAN—Air Force manual

AFPD—Air Force policy directive

AMP—avionics modernization program

ATC—air traffic control

AGL—above ground level

AOA—angle of attack

A/R—air refueling

ARMS—Aviation Resource Management System

ASR—approach surveillance radar

ATD—aircrew training device

CAP—critical action procedure

CSO—combat systems officer

CTS—course training standards

DoDI—Department of Defense Instruction

DOV—standardization and evaluations

DR—dead reckoning

EPE—emergency procedures evaluation

FCIF—flight crew information file

FE—flight examiner

GPS—global positioning system

ICSO—instructor combat systems officer

IFF—identification, friend or foe

IFR—instrument flight rules

ILS—instrument landing system

INIT—initial

INSTM—instrument evaluation

INSTR—instructor evaluation

I-1—the jump or copilot seat position in which the ICSO instructor sits

I-2—the seat position in which the ICSO sits behind the jump seat

ITS—Instructor Training School

KIAS—knots indicated airspeed

MAP—missed approach point

MAJCOM—major command

MDA—minimum descent altitude

MDS—mission design series

MSN—mission evaluation

NAVAID—navigational aid

NDB—nondirectional beacon

NM—nautical mile

OPR—office of primary responsibility

PAR—precision approach radar

QUAL—qualification evaluation

RMI—radio magnetic indicator

RQ—**-**requalification

SE—single engine

TACAN—tactical air navigation

VDP—visual descent point

VFR—visual flight rules

VOR—very high frequency omni-directional range station

Terms

Additional Training—Any training recommended by the flight examiner to remedy a discrepancy identified during an evaluation that cannot be remedied during the evaluation debrief.

Aircrew Evaluation—An assessment of individual aircrew capability to accomplish assigned flying duties.

Aircrew Qualification—A documented designation that identifies an aircrew member as having the capability to accomplish specific flying duties. These Aircrew Qualifications include "Basic Qualification," "Instrument Qualification," "Mission Qualification," and "Instructor Qualification."

Aircrew Qualification Expiration Date—The date an Aircrew Member loses an Aircrew Qualification due to exceeding the periodic evaluation time requirement. Required periodic evaluations expire on the last day of the 17th month following the month in which the previous periodic aircrew evaluation was successfully completed.

Aircrew Training Device (ATD)—A training platform suitable to conduct evaluations. **Emergency Procedures Evaluation (EPE)**—An evaluation of an aircrew member's knowledge and skill with respect to MDS-Specific Emergency Procedures and systems. An EPE can be completed during a flight, in an aircrew training device, a simulator or verbally.

Examination—A method of measuring an aircrew member's knowledge of normal/emergency procedures, threats, and other information essential for the safe and effective operation of their assigned weapon system through the administration of written or computer- based examinations.

Flight Crew Information File (FCIF)—A collection of publications and material determined by the MAJCOM and unit as necessary for day-to-day operations.

Flight Examiner—An aircrew member designated to perform evaluation duties as specified by this instruction.

Grade—A characterization of examinee performance in a Graded Area or Graded Sub-area. Grades are Q, Q- and U.

Graded Area/Sub-area—A specific evaluated ability or skill set within an Aircrew Evaluation.

INIT Aircrew Evaluation—The first Aircrew Evaluation of any type for an MDS (e.g., INIT QUAL/ INSTM, INIT MSN, INIT INSTR).

Initial Cadre—Those personnel assigned to conduct flight testing of experimental, developmental, or new aircraft for which there are no established Formal training programs nor standardized evaluation criteria. Initial Cadre designations are appropriate through Initial Operational Capability.

INSTR Evaluation—A means of assessing an aircrew member's instructional ability in their weapon system/crew position and to obtain/maintain Instructor Qualification. This evaluation initially establishes or reestablishes instructor qualification of the examinee in an MDS (i.e., INIT INSTR and RQ INSTR) as directed in AFI/AFMAN 11-2MDS Vol 1.

Instructor Qualification—A documented designation allowing an aircrew member to instruct and provide airborne supervision of unqualified and/or uncertified aircrew members.

INSTM Evaluation—The means of assessing an aircrew member's ability to operate under Instrument Flight Rules (IFR).

Instrument Qualification—A documented designation allowing an aircrew member to operate under Instrument Flight Rules (IFR).

Mission Qualification—A documented designation allowing an aircrew to employ the assigned weapon system in accomplishing the units operational or DOC statement mission.

MSN Evaluation—A means of assessing an aircrew member's ability to employ the assigned weapon system in accomplishing the units operational or DOC statement mission. Requires AF Form 8/8a documentation.

QUAL Evaluation—A means of assessing an aircrew member's ability to perform the basic duties of a particular crew position in the specified aircraft. Requires AF Form 8/8a documentation.

Qualification Level—The overall characterization of examinee performance based on the compilation of requisite results and the Aircrew Evaluation Graded Areas/Sub-areas. The EPE will also be assigned a Qualification Level based on the compilation of EPE Graded Areas/Subareas. The Qualification Level will be Q1, Q2 or Q3.

Requalification (RQ)—An Aircrew Evaluation administered to remedy a loss of qualification due to expiration of a required periodic evaluation, loss of currency (as specified in applicable AFI/AFMAN 11-2MDS Vol 1), an Aircrew Qualification following a failed Aircrew Evaluation or a commander directed downgrade.

Requisites—Requirements such as examinations, EPEs, Boldface/CAPs, etc., that must be successfully accomplished before an Aircrew Evaluation is considered complete. Requires AF Form 8/8a documentation.

Restrictions—A statement on the AF Form 8/8a that places limitations on the duties that may be performed by an aircrew, usually as the result of a failed ground or flight phase event. For example, “Restriction: Examinee will not fly unless under the supervision of an instructor pilot, Day Only,Conus Only”.

Squadron Supervisor—Any of the following: squadron commander, operations officer, assistant operations officer, flight commander or person specifically designated by the squadron commander.

Unit—A level of organization under HHQs (MAJCOM and/or NAF) required to establish a Stan/Eval function (normally this is an operations group and consists of both the group and flying squadrons).