BY ORDER OF THE COMMANDER AIR EDUCATION AND TRAINING COMMAND

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Flying Operations

SAILPLANE AIRCREW EVALUATION CRITERIA

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This publication implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and establishes procedures and criteria for evaluation of all aircrew members performing duties in Air Force sailplanes, including the TG-15, TG-16, TG-17, and any other sailplane acquired to conduct AF-approved sailplane flying programs. This publication applies to all uniformed members of the Regular Air Force and Air Force Reserve, and to federal civilian employees flying USAF sailplanes. This publication does not apply to the Air National Guard or the United States Space Force. This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 U.S.C., Sec 9013, Secretary of the Air Force. The applicable System of Records Notice DoD 0005, *Defense Training Records,* is available at: **https://pclt.defense.gov/DIRECTORATES/Privacy-and-Civil-Liberties-Directorate/Privacy/SORNs/**. Ensure that 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. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 through the Standardization and Evaluation functional channels. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. 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. Submit requests for waivers through the chain

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Chapter 1

GENERAL GUIDANCE

1.1. Roles and Responsibilities.

1.1.1. Group Commander. Group commanders establish and maintain the unit-level Standardization and Evaluation program and ensure flight examiners administer evaluations in accordance with Air Force Manual (AFMAN) 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, and this publication.

1.1.2. Flight Examiners (FEs). FEs administer Standardization and Evaluation programs and evaluations in accordance with AFMAN 11-202V2, and this publication.

1.2. Procedures:

1.2.1. Conducting Evaluations. Units will conduct all evaluations in accordance with AFMAN 11-202V2, and this publication. **(T-2)**

1.2.2. Flight examiners will use the evaluation criteria contained in this publication for conducting flight and emergency procedures evaluations. **(T-2)** To ensure standard and objective evaluations, each FE must become thoroughly familiar with the prescribed evaluation criteria. **(T-2)**

1.2.3. Conduct all evaluations in two-place sailplanes. **(T-2)** Unless specified, the examinee will fly in the seat that best enables the FE to conduct a thorough evaluation. **(T-2)** The FE normally occupies the front seat during periodic instructor mission evaluations to evaluate rear-cockpit landings.

1.2.4. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. **(T-2)** The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data, mission materials, and maps (as required). **(T-2)**

1.2.5. The FE will thoroughly debrief all aspects of the flight. **(T-2)** Debriefs include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training.

1.2.6. The FE will debrief a squadron supervisor after all evaluations. **(T-2)** A squadron supervisor must attend the debrief if the overall grade is Qualification Level 2 or Qualification Level 3. **(T-2)**

1.3. Grading Instructions:

1.3.1. The general evaluation criteria in **Table 1.1** apply during all phases of flight (except as noted in **Table 3.1** for specific maneuver items). **(T-2)**

Table 1.1. General Evaluation Criteria.

General Area	Q	Q-	U
Altitude	±100 feet	±200 feet	Exceeds Q-limits
Airspeed	±5 knots indicated airspeed	±10 knots indicated airspeed	Exceeds Q-limits
Heading	Maintains/rolls out ±15 degrees of desired heading	Maintains/rolls out ±30 degrees of desired heading	Exceeds Q-limits

1.3.2. FEs will use the evaluation criteria in **Table 3.1** to determine individual area grades. **(T-2)** When individual areas are performed well above the grading criteria standards, then make an appropriate comment stating performance and/or instruction was commendable in the Examiner's Remarks in the Comments block of the AF Form 8, *Certificate of Aircrew Qualification,* or AF Form 8A, *Certificate of Universal Aircrew Qualification*. **(T-2)**

1.3.3. If the examinee receives an unqualified grade in any critical area, the overall grade for the evaluation will be Qualification Level 3 (Unqualified). **(T-2)**

1.4. Emergency Procedures Evaluation:

1.4.1. FEs will administer an oral emergency procedures evaluation on the ground. **(T-2)** During the evaluation, the FE will include a sampling of emergency procedures resolved to a logical conclusion. **(T-2)**

1.4.2. The FE will include an evaluation of the following items on the emergency procedures evaluation:

1.4.2.1. General knowledge to include aircraft systems, operating procedures, and the National Airspace System. **(T-2)**

1.4.2.2. Emergency procedures. Evaluate all boldface (time-critical) procedures. **(T-2)**

1.4.2.3. Off-field landing procedures. **(T-2)**

1.4.2.4. Advanced programs information (if certified). **(T-2)**

1.4.2.5. Ballast management (if required, according to **Table 2.2**). **(T-2)**

1.4.3. Units will not permit examinees receiving an overall unqualified grade (Qualification Level 3) because of an unsatisfactory emergency procedures evaluation to fly in any aircrew position until the examinee completes a successful reevaluation. **(T-2)**

1.5. Completion of AF Form 8A. When an evaluation in one aircraft satisfies the evaluation requirements in another aircraft, include a comment stating so in the Examiner's Remarks on an AF Form 8A. **(T-2)**

Chapter 2

EVALUATION REQUIREMENTS

2.1. General:

2.1.1. There are four types of sailplane evaluations: qualification (QUAL), mission (MSN), instructor (INSTR) and SPOT. Evaluations include requisites and required areas. **Table 2.1** indicates when a requisite is required (R) for an evaluation. **Table 2.2** prescribes required areas that must be included in the flight evaluation profile. **(T-2)** Evaluation areas are aligned under the type of evaluation.

2.1.2. Alternate Evaluation Methods. Alternate evaluation methods are not authorized. **(T-2)** If the FE determines one or more of the required items cannot be adequately evaluated, the examinee must complete an additional flight to complete the evaluation. **(T-2)**

2.1.3. Publications Check. The FE will check the examinee's in-flight guide and the appropriate flight manual checklist during all QUAL evaluations. **(T-2)** Units may require a check of additional publications. When a periodic evaluation in one aircraft satisfies the evaluation requirements in another aircraft, check each set of publications. **(T-2)**

2.2. Requisites. **Table 2.1** indicates the minimum requisites for each type of evaluation. When periodic evaluations are combined, accomplish all requisites for each evaluation and document in the ground phase of the AF Form 8 or AF Form 8A. **(T-2)** When a periodic evaluation in one aircraft satisfies the evaluation requirements in another aircraft, requisite examinations may be combined into a single exam.

Table 2.1. Evaluation Requisites.

Requisite	QUAL	MSN/INSTR	SPOT
Open Book Exam	R		
Closed Book Exam	R		
Boldface Exam	R	R	
Emergency Procedures Evaluation	R	R	
Legend: R = Required			

2.3. Pilot Evaluations:

2.3.1. All pilots must complete an initial and periodic QUAL evaluation. **(T-2)** The examinee briefs the sortie profile and flies from the front seat, center of gravity permitting. **(T-3)**

2.3.2. Include all required areas from **Table 2.2** in the flight evaluation profile. **(T-2)** The examinee will perform all takeoffs and landings. **(T-2)**

2.3.3. All sailplane initial (INIT) QUAL evaluations will include two sorties to accomplish Area 34, Simulated Rope Break. **(T-2)** Periodic pilot evaluations may include either one or two sorties.

2.3.4. A periodic QUAL evaluation in any sailplane may satisfy the periodic QUAL evaluation requirements in any sailplane so that only one periodic sailplane QUAL evaluation is required.

2.3.5. A requalification (RQ) evaluation in any sailplane may satisfy the RQ evaluation requirements in any other sailplane such that only one sailplane RQ evaluation is required, provided the pilot was previously qualified/certified in both sailplanes, and the approved commander's RQ plan specifies that intent.

2.4. Instructor Pilot (IP) Evaluations:

2.4.1. To initially qualify as an instructor, a pilot must successfully complete a dedicated initial mission instructor (INIT MSN/INSTR) evaluation. **(T-2)** Subsequently, crewmembers designated as instructors will be evaluated on their ability to instruct during all periodic evaluations. **(T-2)**

2.4.2. FEs will act as students for the purpose of evaluating the examinee's instructional ability. **(T-2)** The examinee debriefs the examiner's simulated student performance after the sorties, debriefs the mission objectives, and properly assesses debrief focus points. **(T-2)**

2.4.3. All initial instructor evaluations will include a minimum of two sorties to evaluate instruction of Area 34, Simulated Rope Break. **(T-2)**

2.4.4. Periodic instructor evaluations, including combined periodic QUAL/MSN evaluations may include either one or two sorties.

2.4.5. All IP evaluations will include all required areas from **Table 2.2** in the flight evaluation profile. **(T-2)** The examinee will perform a minimum of one takeoff and one landing on all QUAL/MSN evaluations. **(T-2)**

2.4.6. Units will publish evaluation profiles based on examinee certifications and provide mission materials suitable for use as notional student training records. **(T-2)** The examinee determines the mission profile to accomplish optimum student training (based on mission materials provided) and all required areas to complete the examinees evaluation. **(T-2)**

2.4.7. A periodic MSN evaluation in any sailplane may satisfy the periodic MSN evaluation requirements in any sailplane so that only one periodic MSN evaluation is required, including combined periodic QUAL/MSN evaluations.

2.4.8. A RQ MSN/INSTR evaluation in any sailplane may satisfy the RQ evaluation requirements in any other sailplane such that only one RQ evaluation is required, provided the pilot was previously qualified/certified in both sailplanes, and the commanders' approved RQ plan specifies that intent.

Table 2.2. Sailplane Pilot Evaluation Requirements.

Area	Title	QUAL	MSN/INSTR
1	Publications	R	
2	Mission Planning	R	R
3	Mission Briefing/Debriefing	R	R
4	Ground Operations	R	R
5	Takeoff	R	R
6	Aerotow	R	R
7	Clearing	R	R
8	General Aircraft Control	R	R
9	Transfer of Aircraft Control	R	R
10	In-flight Checks	R	R
11	In-flight Planning/Area Orientation	R	R
12	Communications	R	R
13	Crew Coordination	R	R
14	Risk Management/ Decision making	R	R
15	Task Management	R	R
16	Airmanship **(Critical)**	R	R
17	Safety **(Critical)**	R	R
18	Aircrew Discipline **(Critical)**	R	R
19	Situational Awareness **(Critical)**	R	R
20	Oxygen Use		
21	Ballast Management	**Notes 1 & 2**	**Notes 1 & 2**
22	Box-the-Wash		
23	Slack Line	R	R
24	Slow Flight	R	R
25	Steep Turns		
26	Stalls	**Note 3**	**Note 3**
27	Spiral Dive Recovery		
28	Slip		
29	Spin Prevent	R	R
30	Spin	**Note 1**	**Note 1**
31	Aerobatics		
32	Cross Country		
33	Wave Flight		
34	Simulated Rope Break	**Note 4**	**Note 4**

Area	Title	QUAL	MSN/INSTR
35	Patterns	**Note 3**	**Note 3**
36	Landings	**Note 3**	**Note 3**
37	Emergency Procedures	R	R
38	General Knowledge	R	R
39	Instructor Ability		R

Legend:
R = Required
Notes:
1. Required for certified spin IPs.
2. Required for all pilots qualified in TG-15.
3. Sample at least one type of stall, pattern, and landing as listed under the appropriate area in **Table 3.1**.
4. Required for all initial qualification and initial instructor evaluations.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use grading criteria in **Table 3.1** for required proficiency standards.

Table 3.1. Evaluation Criteria.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
1	Area 1. Publications.	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained minor deficiencies that would not impact flight safety or mission accomplishment.	Publications were outdated, contained multiple deficiencies, or contained deficiencies that would impact flight safety or mission accomplishment.
2	Area 2. Mission Planning.	Developed a plan to complete all mission requirements in a timely manner and according to all applicable directives. Completed all go/no-go requirements. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of 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 procedures. Did not complete all go/no-go requirements. Was not prepared at briefing time.
3	Area 3. Mission Briefing/ Debriefing: a. Organization.	Briefing or debriefing was well organized with a logical sequence. Finished in time to allow for preflight of personal equipment and aircraft.	Briefed events out of sequence or in a way that was hard to follow.	Briefing was disorganized or created doubt and confusion. Made major errors or omissions in briefing or debriefing. Did not allow time for preflight of personal equipment and aircraft.
	b. Presentation.	Clearly presented all mission requirements and goals. Ensured	Was hard to follow and had some redundancy.	Briefing was redundant throughout or overwhelmed the

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		all mission objectives were clearly briefed, understood, and debriefed. Tailored briefing for the experience level of the other crewmember. Solicited questions and comments.	Dwelled on nonessential mission items.	other crewmember. Analysis of events or maneuvers was incomplete, inaccurate, or confusing.
	c. Mission Coverage.	Clearly defined mission requirements and objectives. Presented all events and discussed techniques for accomplishing the mission.	Omitted some mission objectives or training events. Had limited discussion of techniques.	Did not establish objectives for the mission. Made major errors or omissions in briefing or debriefing.
4	Area 4. Ground Operations.	Accurately determined readiness of aircraft for flight. Performed all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Ground handled the aircraft properly.	Minor procedural deviations occurred 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.
5	Area 5. Takeoff.	Maintained smooth aircraft control directly behind the tow plane (±10 feet and within the confines of the runway) throughout takeoff. Established proper pitch attitude allowing the aircraft to become airborne at the prescribed liftoff speed. Applied proper crab after	Made minor procedural deviations that did not detract from takeoff. Control was rough or erratic. Alignment behind the tow plane was ±15 feet and within confines of the runway. Rotated to become airborne at the prescribed liftoff speed (-5, +10 knots indicated airspeed). Slow to	Takeoff was potentially dangerous. Failed to establish proper takeoff attitude and/or standard aerotow position. Overcontrolled aircraft, resulting in excessive deviations from intended flightpath.

Area	Grading Area	Grading Criteria		
		Q	**Q-**	**U**
		takeoff to remain directly behind the tow plane. Once the tow plane was airborne, transitioned smoothly and timely to the standard aerotow position.	transition to standard aerotow position.	
6	Area 6. Aerotow: a. Straight.	Used appropriate control inputs to remain coordinated in the appropriate aerotow position.	Aerotow position was erratic but safe. Was slow in correcting back to appropriate aerotow position.	Made major deviations or control inputs that would have caused major deviations from the appropriate aerotow position.
	b. Turns.	Used appropriate control inputs to roll in, maintain, and roll out of turns in the appropriate aerotow position. Flew the same arc as the tow plane.	Position during aerotow turns was erratic but safe. Was slow in correcting back to appropriate aerotow position.	Made major deviations or control inputs that would have caused major deviations from the appropriate aerotow position.
	c. Release.	Planned and executed release in the proper location and position. Attained a suitable airspeed for the existing conditions and traffic. After release, completed a coordinated turn (minimum of 90º or offset for traffic pattern) away from the tow plane.	Made minor deviations that did not detract from safety of release.	Released with a traffic conflict for the sailplane or tow plane. Made less than a 60º clearing turn or did not offset in the pattern. Released in the wrong location or position. Did not establish a safe flying airspeed.
7	Area 7. Clearing.	Maintained constant vigilance during all phases of flight using visual and auditory information to recognize and avoid	Clearing was intermittent throughout the sortie. Was slow to take actions to reduce potential conflicts.	Clearing was inadequate, and actions were not taken to reduce potential conflicts. Failed to

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		traffic conflicts. Communicated conflicting traffic to other crewmember.		communicate traffic conflicts to other crewmember.
8	Area 8. General Aircraft Control.	Demonstrated thorough knowledge of primary and secondary (trim) flight controls and used them to maneuver the aircraft properly. Maintained appropriate airspeeds for each phase of flight. Remained coordinated during all applicable phases of flight. Initiated timely roll out for desired heading.	Made recurring minor deviations that did not detract from overall aircraft control.	Made major deviations that detracted from overall aircraft control. Consistently exceeded tolerances.
9	Area 9. Transfer of Aircraft Control.	Transferred aircraft control using appropriate physical and verbal procedures.	Made minor errors in physical and/or verbal procedures. Safety was not compromised.	Did not follow physical and verbal procedures. IP intervention was required to avoid doubt as to who was controlling the aircraft.
10	Area 10. In-flight Checks.	Correctly performed all required in-flight checks in a timely manner. Referred to appropriate checklists for all normal and simulated emergency procedures (time and conditions permitting).	Made minor deviations or omissions during in-flight checks that did not detract from safety or mission accomplishment. Did not verbalize or enforce challenge and response items.	Did not perform in-flight checks. Made major deviations from checklist procedures.
11	Area 11. In-flight Planning/Area Orientation.	Followed area procedures regarding area boundaries, required ground	Made minor errors in area management that did not prohibit mission accomplishment. Was	Exceeded area boundaries or would have violated established

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		tracks, and altitude restrictions for all phases of flight. Efficiently used available airspace to safely accomplish the mission.	slow to adjust mission profile for time, weather, and area limits.	procedures. Made major errors in area management that prohibited mission accomplishment.
12	Area 12. Communications.	Had complete knowledge of and complied with correct communication procedures. Effectively communicated with concise, accurate, and proper radio terminology. Maintained awareness of other radio calls and timed outgoing transmissions appropriately.	Occasionally deviated from correct procedures requiring retransmissions. Was slow to initiate or missed some required calls. Made minor errors or omissions which did not significantly detract from situational awareness, or mission accomplishment. Transmissions were not in proper sequence or used nonstandard terminology. Communication was sometimes unclear or confusing but did not significantly impact mission accomplishment or flight safety.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted or missed numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness or mission accomplishment. Unclear or confusing intercockpit communication significantly impacted mission accomplishment or flight safety.
13	Area 13. Crew Coordination.	Interacted with other crewmember to recognize and correct unsafe conditions. Effectively coordinated with other crewmember throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Poor crew coordination would have seriously degraded mission accomplishment or potentially impacted safety of flight.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
14	Area 14. Risk Management/ Decision Making.	Accurately 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 a decision that did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.
15	Area 15. Task Management.	Correctly prioritized and managed multiple tasks based on existing and new information that assured mission success.	Made minor errors in prioritization or management of tasks that did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or safety of flight.
16	Area 16. Airmanship. **(Critical)**	Executed assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	(**Note:** Because this area is critical, Q- is not applicable.)	Decisions, or lack thereof, would have resulted in failure to accomplish the assigned mission. Demonstrated poor judgment that could have compromised safety.
17	Area 17. 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. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
18	Area 18. Aircrew Discipline. **(Critical)**	Demonstrated strict professional flight and crew discipline	(**Note:** Because this area is critical, Q- is not applicable.)	Failed to exhibit strict flight or crew discipline. Violated

Area	Grading Area	Grading Criteria		
		Q	**Q-**	**U**
		throughout all phases of the mission.		flight restrictions or established procedures.
19	Area 19. Situational Awareness. **(Critical)**	Accurately analyzed flight conditions to minimize effects of adverse factors and capitalized on opportunities. Maintained glide capability awareness and planned or acted in a timely manner to ensure safe mission accomplishment. Never exceeded the capability to safely control the aircraft. Prioritization of flight requirements assured mission success.	(**Note**: Because this area is critical, Q- is not applicable.)	Misanalysis of flight conditions and/or failure to prioritize, plan, or act in a timely manner would have seriously degraded mission accomplishment or potentially impacted safety of flight.
20	Area 20. Oxygen Use.	Accurately determined equipment status. Properly donned and doffed oxygen equipment. Actively monitored oxygen throughout the mission and complied with all established oxygen requirements. Adjusted mission profile to comply with oxygen limitations.	Made errors in oxygen management procedures that did not prevent mission accomplishment. Had difficulty accurately determining equipment status or was slow to adjust mission profile for oxygen limitations.	Could not accurately determine equipment status. Could not properly don and doff oxygen equipment. Failed to adequately monitor oxygen status or comply with established oxygen requirements. Poor oxygen management prevented mission accomplishment.
21	Area 21. Ballast Management.	Planned, loaded, and managed ballast to remain within center of gravity limits and satisfy mission requirements.	Made minor errors or omissions that did not detract from mission effectiveness. Was slow to manage ballast for landing (TG-15 only).	Used incorrect ballast loading or management procedures. Would have exceeded aircraft limits.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
22	Area 22. Box-the-Wash.	Starting from the high tow position moved laterally, then down, over, and up, to fly a box around the prop wash, stopping momentarily at each corner and finishing in the high tow position. The bottom of the box passed through the low tow position.	Control was erratic but safe. Did not stop momentarily at one or more corners. Finished maneuver by transitioning from upper corner to standard aerotow position.	Made major deviation(s) during the maneuver. Control inputs, left uncorrected, would have resulted in an unsafe situation.
23	Area 23. Slack Line.	Recognized a slack line condition and corrected promptly without entering a significant secondary slack line. Minimized deviation below the standard aerotow position. Returned to the standard aerotow position in a timely manner.	Made minor deviations that did not detract from overall recovery. Minor delay in control inputs. A significant secondary slack line developed.	Made control inputs which resulted in abrupt closure between the sailplane and tow plane. Made a major delay in recovery which placed the sailplane well below the standard aerotow position.
24	Area 24. Slow Flight.	Determined and maintained airspeed 3 to 5 knots indicated airspeed above the first aerodynamic indication of a stall. Performed wings-level flight and shallow turns at calculated airspeed ($\pm$3 knots). Used sufficient rudder to remain coordinated throughout the maneuver.	Made minor deviations in coordination that did not detract from the maneuver. Momentarily allowed aircraft to decelerate to first aerodynamic indication of stall.	Allowed the aircraft to stall. Exceeded 30 degrees of bank. Gross deviations in coordination.
25	Area 25. Steep Turns.	In turns using 45-60 degrees of bank	Was erratic in airspeed and bank. Did not	Exceeded 70 degrees of bank or 20 knots

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		maintained correct airspeed (±10 knots). Rolled out on desired point (±20 degrees). Used sufficient rudder to remain coordinated throughout the maneuver.	remain coordinated throughout the maneuver.	indicated airspeed above correct airspeed. Allowed the aircraft to stall. Rolled out greater than 40 degrees from desired point. Steep turn developed into a spiral dive.
26	Area 26. Stalls: a. Nose-High Stall.	After entering a full, nose-high stall, relaxed backstick pressure, rolled wings level (if required) using rudder (primary) and ailerons, and recovered to a safe flying airspeed without entering a secondary stall.	Did not fully stall the aircraft. Entered secondary stall but recovered properly.	Delayed recovery and/or misapplied flight control inputs, resulting in excessive altitude loss. Did not recognize the secondary stall and did not recover properly.
	b. Turning Stall.	After the first aerodynamic indication of an impending stall, promptly relaxed backstick pressure, closed airbrakes (if open), and rolled wings level using rudder (primary) and ailerons. Completed the recovery to an approximate pattern airspeed pitch attitude without stalling the aircraft.	Delayed recovery beyond the first indication of aerodynamic buffet. Did not recover to approximate pattern airspeed pitch attitude. Stalled the aircraft but recovered promptly.	Failed to recognize stall indications. Misapplied flight controls in a manner that aggravated the impending stall and resulted in excessive altitude loss. Stalled the aircraft and did not recognize the stall or recover promptly. Entered the incipient phase of a spin.
	c. Landing Attitude Stall.	After the first aerodynamic indication of an impending stall, promptly relaxed backstick pressure	Delayed recovery beyond the first indication of aerodynamic buffet but recovered promptly from the stall. Allowed	Did not close the airbrakes. Misapplied flight controls in a manner that aggravated the stalled condition and

Area	Grading Area	Grading Criteria		
		Q	**Q-**	**U**
		(primary), closed airbrakes, and rolled wings level (if required) using rudder (primary) and ailerons. Completed the recovery by establishing the landing attitude and minimum safe flying airspeed without stalling the aircraft.	the nose to momentarily drop below the landing attitude during recovery.	resulted in excessive altitude loss. Entered a secondary stall.
27	Area 27. Spiral Dive Recovery.	After entering a spiral dive, recovered promptly by relaxing backstick pressure, rolling to a bank angle less than 45 degrees with coordinated rudder and aileron, and recovering to a normal flying attitude and airspeed.	Continued backstick pressure resulted in a decrease in airspeed or increase in aircraft pitch relative to the horizon. Began to pull out of the dive before decreasing bank angle less than 45 degrees.	Airspeed increased above 100 knots indicated airspeed. Would have exceeded aircraft limitations without IP intervention.
28	Area 28. Slip.	Smoothly applied airbrakes (as required), wing-low ailerons into the wind, and rudder (away from the wind) as required to increase the descent rate. Maintained proper ground track. Maintained pitch picture as airspeed indication fluctuated. Recovered to coordinated flight and an appropriate airspeed for the current phase of flight.	Attempted to control the ground track incorrectly. Applied aileron/rudder in the wrong direction. Erratic pitch control.	Made major deviations in pitch control which resulted in erratic airspeed. Allowed the aircraft to stall.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
29	Area 29. Spin Prevent.	After an uncontrollable wing or nose drop and the first indication of rotation, immediately recovered by simultaneously, and at the same rate, applying (with positive control movement) forward stick (to break the stall) and opposite rudder (to stop the nose track and roll wings level). Completed the recovery back to wings level without entering a secondary stall.	Was slow to recognize first indication of rotation. Delayed initiation of the spin prevent recovery. Excessive forward stick resulted in a nose low condition.	Applied control inputs that aggravated the maneuver. Without IP intervention, the aircraft would have entered a developed spin or exceeded aircraft limitations.
30	Area 30. Spin.	Entered and recognized a developed spin. Properly executed boldface procedures and recovered with minimum altitude loss. Did not exceed operating limits during entry or recovery.	Was slow to recognize aircraft departure or make necessary flight control inputs. Delayed initiation of boldface procedures.	Failed to perform or improperly performed boldface procedures. Without IP intervention, the aircraft would have exceeded aircraft limitations.
31	Area 31. Aerobatics.	Maneuvers were smooth, positive, coordinated, and flown according to all applicable directives. Attained proper entry parameters prior to beginning the maneuver.	Entry parameters were not met, and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuvers was adequate, but not smooth and positive. Minor procedural deviations occurred.	Significantly missed entry parameters. Maneuvers were not flown according to directives. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
32	Area 32. Cross Country.	Attempted to fly the planned route. Deviated for weather, terrain, etc. as required. Demonstrated proficiency in reading in-flight maps, navigation computer use, and glide computer use. Demonstrated the ability to locate and remain within an area of lift using various degrees of bank. Continually assessed the ground along the route of flight for potential landing areas and properly rank ordered them.	Had difficulty flying the planned route; deviations were due to pilot error. Had difficulty reading in-flight maps or using navigation or glide computers. Had difficulty locating or remaining within an area of lift. Intermittently assessed the ground along the route of flight for potential landing areas. Had difficulty properly rank ordering available landing areas.	Became lost. Was unable to read in-flight maps or use navigation or glide computers. Could not locate or remain within an area of lift. Stalled the aircraft. Interfered with other aircraft in a thermal. Failed to assess the ground along the route of flight for potential landing areas. Was unable to properly rank order potential landing areas.
33	Area 33. Wave Flight.	Maneuvered to enter and remain within the wave lift band. Efficiently used available wave lift and wave flight techniques. Recognized and reacted to different levels of turbulence.	Was slow to recognize or use wave lift to sustain flight. Could not consistently remain in the lift band.	Was unable to recognize wave lift or safely remain within the lift band.
34	Area 34. Simulated Rope Break.	Correctly performed the boldface procedures and took the appropriate action to make a safe pattern and landing considering location, altitude, traffic, and existing weather conditions.	Was slow to recognize rope break. Delayed initiation of boldface procedures.	Failed to perform or improperly performed boldface procedures. Was unable to make a safe pattern and landing without IP intervention.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
35	Area 35. Patterns: a. Normal Pattern.	Arrived over the entry point at the entry point altitude or an appropriate predetermined altitude based on current weather or flight conditions (±100 feet). Flew proper ground track based on existing weather conditions and rolled out on final no lower than 200 feet AGL. Maintained proper pattern airspeed (-0, +5 knots) and glidepath. Used sufficient control inputs to maintain ground track and aimpoint on final.	Arrived over the entry point at the entry point altitude or an appropriate predetermined altitude based on current weather or flight conditions (±150 feet). Ground track was safe but erratic. Rolled out on final no lower than 200 feet AGL. Glidepath or pattern airspeed was erratic (-5, +10 knots).	Would have exceeded Q- limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower than 200 feet AGL. Glidepath was erratic.
	b. Low Pattern.	Arrived over the entry point at the low pattern entry point altitude or an appropriate predetermined altitude based on current weather or flight conditions (+100 feet). Adjusted ground track based on existing weather conditions and rolled out on final no lower than 200 feet AGL. Maintained proper pattern airspeed (-0, +5 knots) and glidepath. Used sufficient control	Arrived over the entry point at the low pattern entry point altitude or an appropriate predetermined altitude based on current weather or flight conditions (+150 feet). Ground track was safe but erratic. Glidepath and/or pattern airspeed were erratic (-5, +10 knots). Rolled out on final no lower than 200 feet AGL.	Would have exceeded Q- limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower than 200 feet AGL. Glidepath was erratic. Would have landed without sufficient stopping distance.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		inputs to maintain ground track and aimpoint on final.		
	c. Extended Base Pattern.	Positioned the aircraft downwind from the entry point at a safe altitude. Sequenced the aircraft on extended base and did not interfere with other downwind traffic. Arrived over extended base entry point at extended base entry altitude or an appropriate predetermined altitude based on current weather or flight conditions (+100 feet). Flew proper ground track glidepath based on existing weather conditions and rolled out on final no lower than 200 feet AGL. Maintained proper pattern airspeed (-0, +5 knots) and glidepath. Used sufficient control inputs to maintain ground track and aimpoint on final.	Arrived over extended base entry point at extended base entry altitude or an appropriate predetermined altitude based on current weather or flight conditions (+150 feet). Caused minor disruption to other downwind traffic. Ground track was safe but erratic. Rolled out on final no lower than 200 feet AGL. Glidepath or pattern airspeed were erratic (-5, +10 knots).	Created a traffic conflict with aircraft on downwind. Would have exceeded Q- limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower than 200 feet AGL. Glidepath was erratic.
	d. Low Altitude Opposite Direction (LAOD) Pattern.	Adjusted the traffic pattern as necessary to safely arrive on an opposite direction final above 200 feet AGL. Maintained proper pattern	Ground track was safe but erratic. Rolled out on final no lower than 200 feet AGL. Glidepath or pattern airspeed were erratic (-5, +10 knots).	Would have exceeded Q- limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		airspeed (-0, +5 knots) and glidepath. Used sufficient control inputs to maintain ground track for a landing in the unit-designated landing area.		than 200 feet AGL. Glidepath was erratic.
36	Area 36. Landings: a. Hard Surface Landing.	Rounded out and flared to touch down smoothly. Removed any crab prior to touch down and used the wing-low landing method to correct for crosswinds. Maintained runway centerline (±10 feet) during rollout. Applied airbrake and wheel brake as necessary to smoothly stop the aircraft. Waited until an appropriate airspeed to lower the tail. Completed rollout at the intended stopping point (±200 feet). Maintained proper clearance from obstacles on the runway.	Flared incorrectly or erratically but was able to safely correct flight path and touch down smoothly. Allowed the aircraft to land in a crab. Maintained runway centerline (±15 feet) during rollout. Prematurely lowered the tail. Completed rollout at the intended stopping point (±300 feet). Did not maintain required obstacle clearance but did not jeopardize safety.	Was unable to Touch down smoothly. Landed in an excessive crab. Was unable to control centerline ground track during rollout (>15 feet either side of centerline). Lowered the tail at an airspeed that caused the aircraft to become airborne. Allowed the nose to strike the ground (TG-15B). Would not have completed rollout at the intended stopping point (±300 feet). IP intervention was required to maintain proper clearance from obstacles.
	b. Grass Landing.	Rounded out and flared to touch down smoothly. Removed any crab prior to touch down and used the wing-low landing method to correct for crosswinds. Maintained applicable ground	Flared incorrectly or erratically but was able to safely correct flight path and touch down smoothly. Allowed the aircraft to land in a crab. Minor deviations in ground track during rollout. Prematurely lowered the tail. Did not	Was unable to touch down smoothly. Landed in an excessive crab. Was unable to control ground track during rollout. Lowered the tail at an airspeed that caused the aircraft to become airborne.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		track in the grass during rollout. Applied airbrake and wheel brake as necessary to smoothly stop the aircraft. Waited until an appropriate airspeed to lower the tail.	maintain required obstacle clearance but did not jeopardize safety.	Allowed the nose to strike the ground (TG-15B). IP intervention was required to maintain proper clearance from obstacles in the landing area.
37	Area 37. Emergency Procedures.	Displayed correct, immediate response to boldface and correct response to non- boldface emergency situations. Effectively used applicable checklists.	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 appropriate checklists but was slow to locate required data.	Made an incorrect response for boldface emergency. Was unable to analyze problems or take corrective action. Did not use applicable checklists or lacked acceptable familiarity with their arrangement or contents.
38	Area 38. General Knowledge: a. Aircraft General.	Demonstrated thorough knowledge of aircraft systems, limitations, and performance characteristics.	Demonstrated deficiencies either in depth of knowledge or comprehension. Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
	b. Flight Rules and Procedures.	Demonstrated thorough knowledge of flight rules and procedures, and the National Airspace System.	Demonstrated deficiencies in depth of knowledge.	Demonstrated inadequate knowledge of flight rules and procedures, and the National Airspace System.
	c. Local Area Procedures.	Demonstrated thorough knowledge of local area procedures.	Demonstrated deficiencies in depth of knowledge.	Demonstrated inadequate knowledge of local area procedures.

Area	Grading Area	Grading Criteria		
		Q	Q-	U
39	Area 39. Instructor Ability: a. Briefing and Debriefing.	Presented a comprehensive briefing to include mission and training objectives and sortie overview. Properly debriefed the mission and all training objectives. Properly assessed and debriefed sortie focus points while appropriately managing student's time. Properly used training aids and reference material.	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 or failed to effectively manage student's time.
	b. Demonstration of Maneuvers.	Performed required maneuvers within prescribed parameters. Aerotow demonstrations did not exceed limits of tow plane or cause loss of sight of tow plane. Provided concise, meaningful in-flight commentary.	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.
	c. Instructor Knowledge.	Demonstrated in-depth knowledge of procedures; mission requirements; aircraft systems, performance, and characteristics.	Had deficiencies in depth of knowledge of procedures; mission requirements; aircraft systems, performance, and characteristics.	Was unfamiliar with procedures; mission requirements; aircraft systems, performance, and characteristics. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.
	d. Ability to Instruct.	Demonstrated appropriate level of	Problems in communication or	Demonstrated inadequate ability to

Area	Grading Area	Grading Criteria		
		Q	Q-	U
		instructor ability. Clearly instructed all mission requirements and any required additional training or corrective action. Instruction was accurate, effective, and timely.	analysis degraded effectiveness of instruction or evaluation.	instruct. Was unable to perform, teach, or assess techniques, procedures, or systems use.
	e. Intervention.	Used verbal and/or physical intervention when appropriate. Verbal inputs were clear and concise.	Was slow to use verbal or physical intervention when appropriate. Verbal inputs were not clear and concise.	Failed to use verbal or physical intervention when appropriate. Verbal inputs were confusing. Created confusion and ambiguity surrounding who is flying the aircraft.
	f. Grading Practices.	Accurately assessed student's ability and assigned grades in accordance with applicable regulatory guidance. Remarks were clear and pertinent.	Made minor errors or omissions in student assessment/grading. Remarks were incomplete or slightly unclear.	Did not accurately assess the student's ability or assign realistic grades in accordance with regulatory guidance. Remarks were invalid, unclear, or did not accurately document performance.

JEFFREY W. NELSON, Brigadier General, USAF
Director, Operations and Communications

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

10 USC §9013, Secretary of the Air Force

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

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

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

Prescribed Forms

None

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

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

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AETC—Air Education and Training Command

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AGL—above ground level

FE—flight examiner

INIT—initial

IP—instructor pilot

INSTR—instructor

MSN—mission

QUAL—qualification

RQ—Requalification

U—unqualified—*Office Symbols*

AETC/A3/6—Air Education and Training Command Operations and Communications Directorate

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

Terms

Aerotow—A sailplane takeoff and climb process where the sailplane is towed through the air by a powered aircraft.