



*Flying Operations*

**AIRCREW STANDARDIZATION/EVALUATION  
PROGRAM ORGANIZATION AND ADMINISTRATION**

**COMPLIANCE WITH THIS INSTRUCTION IS MANDATORY**

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OPR: 419 OG/OGV (Maj Edward G. Goggins) Certified by: 419 OG/CC  
(Lt Col Wayne F. Conroy)  
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AFI 11-408/ACC Supplement 1, 1 November 1995, is supplemented as follows:

Post local procedures supplement behind the basic document.

**\*SUMMARY OF REVISIONS**

\*Due to the extensive changes and additions contained within this chapter 7 it needs to be read in its entirety.

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## **7. Unit Supplement.**

**7.1. Purpose.** The purpose of this supplement is to augment AFI 11-408/ACC Supplement with detailed local procedures to be used by the 419 FW and 466 FS in their day to day standardization/evaluation functions.

**7.2. Applicability.** This supplement is applicable to all 419 FW assigned and attached pilots. The 419 OG/CC must approve all deviations, unless stated otherwise by this supplement.

**7.3. Recommended Changes.** Submit suggested improvements/changes to this supplement on an AF Form 847, **Recommendation for Change of Publication (Flight Publications)**, to the 419 OG/OGV.

### **7.4. Stan/Eval Organization/Manning.**

**7.4.1. Organization.** The squadron and OGV programs are combined. The 419 OGV is comprised of a chief and an administrative assistant. OGV is augmented by SEFEs from the 466 FS and 419 OG. The chief will be an ART and reports directly to the 419 OG/CC regarding the standardization and evaluation program. All others report to the chief.

**7.4.2. Standardization Evaluation Flight Examiner (SEFE) Upgrade Procedures and Program.**

**7.4.2.1.** The squadron commander and OGV will recommend SEFE nominees to OG/CC for approval.

**7.4.2.2. Attachment 5** outlines the SEFE upgrade program requirements. For previous SEFEs from other units, the OGV chief may request waivers to the upgrade program from the 419 OG/CC.

**7.4.2.3.** When an individual completes the SEFE upgrade program, the operations group commander will designate in writing, that the individual is qualified to perform SEFE duties. The individual will be added to the squadron letter of Xs as a SEFE.

### **7.5. Control of Evaluations.**

**7.5.1. Completion and Processing of AF Form 8, Certificate of Aircrew Qualification:**

7.5.1.1. OGV will prepare evaluation work folders for everyone entering a checkride zone. These folders will contain all required emergency procedures examination (EPE) and checkride forms.

7.5.1.2. Examples of local examiner's remarks for AF Form 8 is included as **Attachment 6** to this supplement. The front of the AF Form 8 will be completed as prescribed by **Attachment 7** to AFI 11-408.

7.5.1.3. Following an evaluation, the SEFE will be responsible for filling out the appropriate forms. For flight evaluations the SEFE will complete and place a temporary AF Form 8 in the examinees flight evaluation folder (FEF).

7.5.1. 4. OGV is responsible for updating the computer and printing the final AF Form 8.

#### 7.5.2. **Additional Training Follow-Up.**

7.5.2.1. When additional training and or supervised status is imposed on an evaluation the SEFE will determine what additional training is appropriate and complete the supervised status/additional training record, **Attachment 7**. A copy will be provided to the 466 FS/CC, 466 FS/DO and 466 FS/DOS. The original will be placed in the FEF.

7.5.3. **No-Notice Evaluation Program.** OGV will arrange for no-notice flight evaluations after coordinating with the 466 FS/DO or 466 FS/CC. The 419 FW goal is a 10 percent no-notice rate per half, evenly distributed between mission evaluations and instrument/qualification evaluations.

### 7.6. **Conduct of Evaluation**

#### 7.6.1. **Documentation.**

7.6.1.1. Completion of requisites and flight evaluations will be tracked via the Stan/Eval computer and the Stan/Eval requirements tracking board. All requisites should be completed by the end of the fourth month of the eligibility zone prior to being scheduled for any flying activities in the fifth month.

7.6.1.2. All original documentation will be kept in the checkride folder until the Form 8 is filed in the FEF.

#### 7.6.2. **Flight Evaluations.**

7.6.2.1. Evaluation profiles will be flown IAW **Attachment 8**, unless the squadron CC or DO approves changes.

7.6.2.2. OGV will provide DOS with a requisites letter highlighting OGV priorities and pilots eligible for evaluations. This list will be updated as a minimum on a monthly basis.

7.6.2.3. SEFEs will brief examinees on the following areas prior to commencing the evaluation:

- \* Objectives of the evaluation
- \* Which areas from MCR 60-2, Vol 3 will be evaluated
- \* Minimum event requirements
- \* Critical areas
- \* Chase position and safety observer responsibility
- \* Conduct of evaluations if a flight member experiences an actual inflight emergency

7.6.2.4 Squadron supervisor/examinee's flight commander attendance at debriefings is encouraged. The squadron Operations Officer and the examinee's flight commander, if available, will be debriefed on each evaluation.

### 7.6.3. **Emergency Procedures Evaluation (EPE).**

7.6.3.1. The evaluation will be accomplished in the MTT to the maximum extent possible. If the MTT is unavailable, the EPE may be done in a CFT or orally.

7.6.3.2. SEFEs will administer requisite critical actions procedures (CAPs) testing prior to beginning a MSN and INSTM/QUAL EP evaluation. If the examinee fails CAPs testing, notify OGV following the EPE. The examinee will not fly until successfully re-accomplishing CAPs.

7.6.3.3. Simulator/MTT profiles for INSTM/QUAL and MSN EPEs are in **Attachment 9**. The SEFE will initiate EPs emphasizing recent technical order changes, incidents, mishaps, and areas identified by trend analysis.

7.6.3.4. Following EPEs, the SEFE will complete the required forms in the examinees checkride folder, and place the folder in the in basket of the OGV Chief.

### 7.6.4. **Deployed Operations.**

7.6.4.1. Each deployment will have a Stan/Eval representative, preferably a SEFE, who is responsible for monitoring deployed testing and evaluations. The Stan/Eval representative is also responsible for deployed publications, FCIF, and GO-NO GO data.

7.6.4.2. When evaluations will be administered during deployed operations, the examinees checkride folder containing all the required forms, will be taken on the deployment.

## 7.7. **Stan/Eval Board.**

7.7.1. The Wing Commander will chair the SEB semi-annually, normally during the UTA of the month following the half to be reported. The following personnel will attend:

- \* OG/CC
- \* OG/CD
- \* AFA
- \* 466 FS/CC/DO/DOV/DOT/DOS/DOW
- \* All SEFEs

7.7.2. The Chief of OGV will prepare the agenda for the board meeting and will brief the wing commander on the agenda items prior to the meeting. Minutes of the meeting will be sent to HQ 10 AF/DOTV, 12 AF/OV, HQ ACC/DOTV, and HQ AFRES/DOTT.

### **7.8. Unit Testing Program.**

7.8.1 Open Book/Closed Book and IRC examinations are computer generated and will be administered as prescribed by AFI 11-408 ACC Sup 1 and this supplement.

7.8.2. Open book test questions will be drawn from the following sources:

- \* T.O. 1F-16C-1 and supplements
- \* T.O. 1-1M-34
- \* T.O. 1F-16C-34-1-1
- \* T.O. 1-1C-1-30
- \* AFI 11-205, Aircraft Cockpit and Formation Flight Signals
- \* AFI 11-206, General Flight Rules
- \* MCI 11-F16, Vol 3, Pilot Operational Procedures - F16
- \* AFFTCR 55-18, Utah Test and Training Range
- \* 545 TGP 55-18, UTTR Training Pamphlet

7.8.3. Closed book tests questions will be drawn from the ACC and Local MQFs. The exception is the semiannual test outlined in 7.8.5. below.

7.8.4. IRC will be taught annually during a UTA period. The IRC exam will be administered individually when in the INSTM/QUAL zone.

### **7.8.5. Periodic Testing Program:**

7.8.5.1. Each pilot present for flying duty during the current half must take the periodic exam by the end of the month in which it was administered or at the first available opportunity. The test should be accomplished prior to flying activities.

7.8.6. **Flight Surgeon Test.** All flight surgeons will be tested annually. If not completed during the first quarter of the year, the individual will be grounded until completion. Flight Surgeon testing will be tracked on A Forms.

**7.8.7. Failed Exam.**

7.8.7.1. Failure of any Stan/Eval testing will result in that individual being placed in supervised status until successful reexamination. All failures will be documented by letter to the individual with copies to the 466 FS/DO/DOS. In addition, the individuals name will be highlighted as being on supervised status on the Ops board behind the Ops counter.

7.8.7.1.1. Reexamination will follow an appropriate period of study determined by OGV. Upon successful reexamination, a letter removing the individual from supervised status will be sent to the individual with copies to the 466 FS/DO/DOS.

**7.9. Supplementary Evaluation Program.** Sup Evals may be given at the discretion of the FW/CC or OG/CC. OGV will schedule Sup Evals and maintain a book that includes findings, recommendations, and responses. This information will be briefed at the Stan/Eval Review Board and kept for one year. Evals are divided into two categories.

7.9.1. **Ground Sup Eval.** Consists of inspections of operations related ground training pilots receive (i.e., IRC, Weapons and Tactics Training, Intelligence Training, and life support training). OGV will write a report summarizing respective sup eval results and send it through the OG/CC to the action agencies. The appropriate OPR will forward the responses to identified action items to OGV by the suspense date.

7.9.2. **In-flight Sup Evals.** These evaluations will be conducted on selected areas to provide feedback to the 419 FW/CC, OG/CC, 466 FS/CC and other supervisors.

7.9.3. Areas will be selected on the basis of past adverse trends, current special interest items (SII), or any other flying related items of interest. OGV will prepare checklists outlining the specific objectives of the evaluations and the OGV chief will determine the appropriate method of evaluation. Any flight member may be asked to perform an inflight sup eval. Reports of in-flight evaluations with findings will be routed through the OG/CC to the 466 FS/DO. Areas evaluated, observations, and recommendations will be listed as appropriate. OGV will retain copies of all reports and review them for trends at the SEB.

**7.10. Aircrew Flight Manuals Program.**

7.10.1. OGV is responsible for control and distribution of flight publications to aircrew, FCIF, Briefing rooms, and the testing room.

7.10.2. Each pilot will maintain the following in-flight publications:

- \* T.O. 1F-16C-1CL-1, Pilot Checklist.
- \* T.O. 1F-16C-34-1CL-1, Weapons Delivery Checklist.
- \* T.O. 1-1C-1-30CL-1, Air Refueling.
- \* 466 FS In-flight Guide.

7.10.2.1. Each pilots in flight publications will be checked prior to beginning any EPE. The SEFE will make a note on the ACC Form 8a indicating that publications have been checked.

7.10.3.1. OGV will review operational and safety supplements upon receipt. If their content merits immediate distribution, OGV will issue pertinent information by use of a flight crew information file (FCIF). Otherwise, individual copies of the supplements will be distributed upon review by OGV.

7.10.4. Pilots acknowledge publications receipt via the operations computer located at the operations counter. Names of pilots who have not acknowledged receipt of the latest publications distribution will appear in red on the computer.

#### **7.10.5. AF Form 847 Program.**

7.10.5.1. Pilots may hand write AF Forms 847 and give them to OGV.

7.10.5.2. OGV will research the proposal and type the AF Form 847 in final format.

7.10.5.3. OGV Chief will concur or non-concur, sign and forward the AF Form 847 to the OG/CC for concurrence or non-concurrence and signature.

7.10.5.4. When the OG/CC returns the AF Form 847, OGV will make a copy and file it in the 847 log. The original will be submitted to 10 AF/DOTV.

7.10.5.5. OGV will maintain AF Form 847 logs for the previous calendar year and the current year, or until closed, which ever occurs last.

7.10.5.6. OGV will perform a telephone follow-up on all open AF Form 847 proposals prior to each Stan/Eval board to update reporting status.

7.10.5.7. AFI 11-215 provides information on AF Form 847 processing.

#### **7.10.6. Annual Review.**

7.10.6.1. OGV will notify all squadron pilots during the February UTA that a tech order annual review is being accomplished, and that any recommended corrections or changes must be submitted to OGV via AF Form 847 by the next UTA.

7.10.6.2. OGV will consolidate all recommendations, and submit them to 10 AF/DOTV.

**7.11. Squadron Program:**

7.11.1. **Flight Evaluation Folder (FEF):** FEFs will be maintained by OGV, and reviewed whenever an AF Form 8 is added. OGV will review the FEF for all newly assigned pilots and ensure individual is qualified and current. The 466 FS/CC, DO, and Flt/CC will also review these FEFs and sign off the 419 FW FEF review sheet.

7.11.1.2. A letter of qualification (a current Letter of X's) will be kept with the FEFs. For pilots going TDY/PCS and taking their FEF, a current copy of the letter of X's will be placed directly under the Form 942 before they leave. It will be removed and discarded after returning.

**7.11.2. Flight Crew Information File (FCIF):**

7.11.2.1. FCIF will be maintained as prescribed by AFI 11-408/ACC Sup 1, and the master index published by OGV.

7.11.2.2. Staff agencies desiring to insert information into Part B of Volume 1 of the FCIF will submit it to OGV. Only those items that inform the pilot of new or revised procedures, policies and operational directives of an immediate nature will be submitted for inclusion. Items of an immediate safety nature may be submitted by the safety officer for inclusion.

7.11.2.3. The FCIF will be maintained as an individual publication set. The OGV Chief will be responsible for maintaining the FCIF.

7.11.2.4. The flight safety information file will be maintained by the 419 FW flight safety officer in Volume V of the FCIF.

**7.11.3. Go/No-Go System:**

7.11.3.1. It is ultimately the responsibility of the pilot to ensure that all go/no-go items are complete prior to flying and, if on supervised status, that the flight is scheduled appropriately. The following procedures in no way relieve the pilot of that responsibility.

7.11.3.2. Go No Go items are tracked via LAN computer system.

7.11.3.3. The SOF or flight management will verify FCIF status, CAPs accomplishment, SEPT currency, supervised status, and DNIF status of each pilot on the daily schedule prior to issuing him a tail number.

7.11.3.4. Critical Action Procedures (CAPs). Pilots are required to accomplish CAPs testing bi-monthly.

7.11.3.5. **Supervised Status.** To indicate that a pilot is in any supervised status, the individuals name will be highlighted as being such on the operations board behind the operations counter. Individuals on supervised status must fly with an IP or supervisor in the flight.

7.11.3.6. **SEPT Procedures:**

7.11.3.6.1. The SEPT program will be administered as prescribed by MCI 11-F-16, Vol 1, Paragraph 4.2.5.

7.11.3.6.2. Prior to flying in the current month, a pilot must accomplish the previous month's SEPT if he was present for duty during the previous month. In cases of extended non-flying TDYs, a pilot must accomplish the current month's SEPT to update his currency prior to flying.

7.11.3.6.3. SEPT accomplishment will be tracked via the Ops computer and AFORMS.

7.11.3.6.4. An EPE administered as part of an individual's MSN or INSTM/QUAL evaluation may be used to update SEPT currency.

7.11.3.7. **DNIF Procedures:**

7.11.3.7.1. The individual will notify squadron supervision of any change in DNIF status.

7.11.3.7.2. The flight surgeon's office will notify the SOF by telephone, and follow up by sending an AF Form 1042 to the squadron flight management section. The individual will also deliver a copy of AF Form 1042 to the squadron flight management section.

7.11.4. **Documentation of Flight Evaluation Requisites.**

7.11.4.1. Flight evaluation eligibility and requisites will be monitored by use of the OGV Stan/Eval program on the Stan/Eval computer and status board.

7.11.4.2. The Sqd/CC/DO/DOS will be kept informed of the checkride and requisite completion status of those individuals in the zone. This will be accomplished by distribution of a checkride/requisites status letter.

7.11.4.3. A computer generated flight evaluation/requisites letter is sent to each pilots home on a weekly basis. This letter also tracks requisite and flight completion.

7.11.5. **Squadron Facilities.**

7.11.5.1. Each flight briefing room will be completed IAW AFI 11-408/ACC Sup **Attachment 8** and guidance in this paragraph.

7.11.5.1.1. Five binders with the following contents:

Book 1 – Briefing Guides

Book 2 – 419 FWI 11-1, 419 FW Tactical Training Plan, MCI 11F-16, Vol 3 & Local Chap 8, AFFTC 55-18

Book 3 – T.O. 1F-16C-1

Book 4 – T.O. 1F-16C-34-1

Book 5 – 1M-34

7.11.5.1.2. Dash-1, Dash-34, Dash-30 checklists will be kept in each briefing room as well as a local in-flight guide and war book.

7.11.5.1.3. The following FLIP products will be maintained in each briefing room: Hi NW and SW app books, Low Vol 3, Hi Charts, IFR Sup, FIH.

7.11.5.1.4. T.O. 1F-16C-1-2 will be kept in each briefing room.

7.11.5.1.5. Air to Air and Air to Surface training rules will be posted in each briefing room as well as a list of the current SIIs.

7.11.5.1.6 Sliding panels will be posted as follows:

LEFT SIDE

Airfield Diagram

Traffic Pattern

Island Dept

Causeway Recovery

Mudflat Recovery

Diverts

SLC Class B Airspace

Hot Areas

Refueling

Limits

RIGHT SIDE

Front Cockpit

Rear Cockpit

Airspace Sectors

Local Area Map

Eagle Range

Craners Range

Wildcat Range

BSP/HAG

Saylor Range

Fallon Range

7.11.5.2. The following items will be available in the mission planning room:

- \* Complete FLIP general planning document.
- \* U.S. FLIP en route low & high altitude charts, and en route supplement.
- \* High/Low approach plates (Hi NE/NW/SW/SE, low as required)
- \* U.S. VFR supplement
- \* Flight information handbook.
- \* Supply of maps and planning materials required for daily mission planning

7.11.6. Routing and Filing of AF Forms 8:

7.11.6.1. The chief of OGV will be the first to review the AF Forms 8 and ACC Forms 8a, **Flight Evaluation Checklist** for correctness and proper format and evaluation completion.

7.11.6.2. OGV is responsible for obtaining all required signatures and initials, posting the AF Form 8 in the FEF within the 60-day limit and updating the AF Form 942, **Record of Evaluation**.

7.11.6.3. AF Forms 8 will be reviewed by the 466 FS/DO and approved by the 466 FS/CC with the following exceptions. When the 466 FS/DO is the SEFE or examinee the reviewing officer will be the 466 FS/CC and the approving officer will be the 419 OG/CC. When the 466 FS/CC is the SEFE or examinee the 419 OG/CC will be the approving officer. All AF Forms 8 that the OG/CC was not the reviewing or approving officer will have an additional review by the 419 OG/CC.

7.11.7. **Trend Analysis (TA).** The following procedures will be utilized to obtain trend analysis data.

7.11.7.1. All missed test questions and flight and EPE discrepancies will be entered into the Stan/Eval computer for quarterly trend analysis.

7.11.7.2. Written Examinations. To qualify as a trend the question must have been missed by 10% of examinees (minimum of three per half).

7.11.7.3. A trend area is defined as 20% downgrades (3 minimum per half).

7.11.7.4 Trend areas will be tracked by type evaluation (i.e. INSTM/QUAL or MSN). Each trend area corresponds to area numbers on ACC Forms a for flight and EPE evaluations.

7.11.7.5 All range foul discrepancies will be tabulated from the daily range score sheets by WPNS and provided to OGV semi-annually. Foul trending will include numbers of range sorties flown during the period in addition to the foul count. This data will be summarized at the Stan/Eval review board.

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Commander

## ATTACHMENT 5 (ADDED-419 FW)

## 419 FW FLIGHT EXAMINER UPGRADE CHECKLIST – 419 OG/OGV

## A1.1. 419 OGV Brief

A1.1.1. Philosophy &amp; OGV Programs

A1.1.2. Checkride scheduling and policy

A1.1.3. Evaluation profiles and requirements--complete review of ACC Form 8a

A1.1.4. AF Form 8 and ACC Form 8a processing

A1.1.5. Certificate of Aircrew Qualification preparation

OGV initials/date \_\_\_\_\_

## A1.2. Review Regulations

A1.2.1. AFI 11-401, Flight Management

A1.2.2. AFI 11-408/ACC Sup 1

A1.2.3. 419 FW Sup 1 to AFI 11-408/ACC Sup 1

A1.2.4. MCR 60-2, Vol-3

A1.2.5. MCM 3-1, Vol 1

Initial/date complete \_\_\_\_\_

A1.3. Successful Completion of SEFE Exam.

OGV initial/date \_\_\_\_\_

**ABOVE ITEMS MUST BE COMPLETE BEFORE PROCEEDING**

A4.1. Observe an EPE with SEFE.

Initial/date \_\_\_\_\_

A5.1. Observe a Flight Evaluation (mission evaluation desired)

SEFE initial/date \_\_\_\_\_

A6.1. Interview with OG/CC and have Letter of Designation Signed

A7.1. Letter of X's, AFSC Updated with Admin

DOT initial/date \_\_\_\_\_

A8.1. SEFE Objectivity Evaluation with Chief of OGV as SEFE (preferably a mission evaluation)

## ATTACHMENT 6 (ADDED 419 FW)

## SAMPLE OF EXAMINER'S REMARKS PORTION OF AF FORM 8

## A2.1

## MISSION A/G

**Examiner's Remarks:**

**Mission Description.** The examinee planned, briefed, led, instructed, debriefed and flew this air-to-ground mission evaluation as number \_\_\_\_\_ of a \_\_\_\_\_ ship in a high/medium/low threat in a European/Korean/Latin American/Southwest Asian scenario. The SEFE flew as number \_\_\_\_\_. Mission elements included: ground ops, single-ship/formation takeoff, Island Departure, air-to-air refueling, weapons system check, G warm-up, fence check, medium and low altitude tactical formation with simulated ground threats, three threat reactions from fourth generation air adversaries and a first-run \_\_\_\_ degree attack dropping live/inert/practice ordnance simulating \_\_\_\_\_ with a + / - 2 minute TOT window, egress at low altitude, in-flight report. RTB to Hill AFB for a tactical straight in recovery, chased SFO and flight split up for an individual or a formation full stop landing. Weapons employment parameters were validated through VTR review. Scores were as follows:

ORDNANCE	EMPLOYED	VALID
<b>Discrepancies.</b> None.		

FLIGHT. None.

FLIGHT. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee  
\_\_\_\_\_. Debriefed.

EPE. None.

EPE. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee  
\_\_\_\_\_. Debriefed.

**Recommended Additional Training.** None.

**Additional Comments.** (Delete additional comments section, if you have none.)

## A2.2.

## MISSION A/A

**Examiner's Remarks:**

**Mission Description.** The examinee planned, briefed, led, instructed, debriefed and flew this air-to-air mission evaluation as number \_\_\_\_\_ of a \_\_\_\_\_ ship in a/an escort/sweep/lane/point/area defense role encompassing high/medium/low threat tactics in a European/Korean/Latin American/Southwest Asian scenario. The SEFE flew as number \_\_\_\_\_. Mission elements included: ground ops, single-ship/formation takeoff, Island

Departure, air-to-air refueling, weapons system check, G warm-up, fence check, CAP orchestration, lane defense for a set vulnerability period. Three air engagements utilizing GCI assets against fourth generation bandits, rejoin, battle damage check, in-flight report, RAB to Hill AFB for a tactical straight in recovery, chased SFO and flight split up for an individual or a formation full stop landing. Weapons employment was validated through VTR review. Scores were as follows:

INTERCEPTS	ORDNANCE	VALID
<b>Discrepancies.</b> None.		

FLIGHT. None.

FLIGHT. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee  
\_\_\_\_\_. Debriefed.

EPE. None.

EPE. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee  
\_\_\_\_\_. Debriefed.

**Recommended Additional Training.** None.

**Additional Comments.** (Delete additional comments section, if you have none.)

### A2.3. INSTRUMENT/QUAL EVALUATION

#### Examiner's Remarks:

**Mission Description.** The examinee planned, briefed, led, instructed, debriefed an instrument/qualification checkride in conjunction with a surface attack mission to eagle range. Mission elements included: ground ops, single-ship/formation takeoff, Island Departure, weapons system check, G warm-up, fence check, low level tactical formation, ingress to Eagle range for a dry Sat attack, Eagle range work, battle damage check, steep turns, point-to-point navigation to the IAF, holding, TACAN penetration low approach to Michael AAF, radar vectors to Salt Lake IAF, ILS low approach, radar vectors to Widow, ASLAR recovery for ILS to Hill AFB, Layton Missed Approach, SFO, overhead pattern to a full stop landing. Weapons employment parameters were validated through VTR review. Scores were as follows:

ORDNANCE	EMPLOYED	VALID
<b>Discrepancies.</b> None.		

FLIGHT. None.

FLIGHT. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee  
\_\_\_\_\_. Debriefed.

EPE. None.

EPE. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee \_\_\_\_\_ Debriefed.

**Recommended Additional Training.** None.

**Additional Comments.** (Area 45, PAR and Area 15, unusual attitudes were evaluated during debrief.)

**A2.4. INITIAL INSTRUCTOR EVALUATION**

**Examiner's Remarks:**

**Mission Description.** The examinee planned, briefed, led, instructed, debriefed and flew this initial instructor mission evaluation as number \_\_\_\_\_ of a \_\_\_\_\_ ship in a high/medium/low threat European/Korean/Latin American/Southwest Asian scenario. The SEFE flew as number \_\_\_\_\_ simulating an MQT student. Instructor abilities were evaluated throughout the brief, flight and debrief. Mission elements included: ground ops, single-ship/formation takeoff, Island Departure, air-to-air refueling, weapons system check, G warm-up, fence check, medium and low altitude tactical formation with simulated ground threats, three threat reactions from fourth generation air adversaries and a first-run \_\_\_\_\_ degree attack dropping live/inert/practice ordnance simulating \_\_\_\_\_ with a + / - 2 minute TOT window, egress at low altitude/additional attacks, battle damage check and inflight report. RAB to Hill AFB included chase of a SO, chase of an overhead pattern and flight split up for individual landings a formation full stop landing. Weapons employment parameters were validated through VTR review. Scores were as follows:

ORDNANCE	EMPLOYED	VALID
<b>Discrepancies.</b> None.		

FLIGHT. None.

FLIGHT. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee \_\_\_\_\_ Debriefed.

EPE. None.

EPE. Area \_\_\_\_\_, \_\_\_\_\_ (Q-). Examinee \_\_\_\_\_ Debriefed.

**Recommended Additional Training.** None.

**Additional Comments.** (Delete additional comments section, if you have none.)

ATTACHMENT 7 (ADDED 419 FW)

CORRECTIVE ACTION COMPLETION RECORD

TO: 466 FS/CC/DO/DOS

Examinees Name and Rank: \_\_\_\_\_

Examiner's Name and Rank: \_\_\_\_\_

Type Evaluation: \_\_\_\_\_

Date of Evaluation: \_\_\_\_\_

Required Completion Date: \_\_\_\_\_

Discrepancies: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Recommended Additional Training: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Is examinee placed on supervised status? \_\_\_\_\_

ADDITIONAL TRAINING DOCUMENTATION

Date	Supervisors Name	Summary of Training
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____

Additional Training Completion Date: \_\_\_\_\_

Return to OGV When Complete

ATTACHMENT 8 (ADDED 419 FW)

FLIGHT EVAL PROFILES

A4.1. Instrument/Qualification Evaluations

A4.1.1. In Accordance with AFI 11-408/ACC Sup 1, Evaluation Requisites are as Follows:

A4.1.1.1 Instrument Refresher Course (IRC)

A4.1.1.2. IRC exam

A4.1.1.3. Pilot publications check.

A4.1.1.4. Closed book test.

A4.1.1.5. Open book test.

A4.1.1.6. CAPS test.

A4.1.1.7. EP evaluation (in the simulator if available).

A4.1.2. The required mission elements IAW MCR 60-2, Vol 3, are listed on the ACC Form a with an "R". IAW MCR 60-2, Vol 3, only areas from the General and Instrument sections will be evaluated on an INSTM/QUAL evaluation. Areas from the Tactical Employment section will not be evaluated if accomplishing the Inst/Qual evaluation in conjunction with a GCC sortie. This does not preclude assessing downgrades during the GCC portion of the sortie if they are covered in the other sections.

A4.1.3. Airwork/Tactical Maneuvering should include at least one of the following events:

A4.1.3.1. Formation (basic/tactical).

A4.1.3.2. Steep turns.

A4.1.3.3. Aerobatics.

A4.1.3.4. Advanced handling.

A4.1.3.5. BFM

A4.1.4. Circumstances permitting, an SFO will be evaluated in flight. If unable, the evaluation may be considered complete if an SFO is evaluated in the briefing/debriefing, and was evaluated in flight on the examinee's previous evaluation (i.e. mission evaluation). In this case, the SEFE

will make the following comment under Additional Comments on the reverse side of the AF Form 8: "Area 21, Emergency Traffic Pattern (SFO), not evaluated in flight due to \_\_\_\_\_ (evaluated orally in the debrief and last evaluated in flight on \_\_\_\_\_)." If these conditions are not met, the flight evaluation is incomplete and the SFO must be evaluated on an additional sortie.

A4.1.5. Area 41, Holding, is desired for every INSTM/QUAL evaluation. If not accomplished in flight, it will be evaluated in the debrief.

A4.1.6. If accomplishing the INSTM/QUAL evaluation in the D-model, Unusual Attitude Recoveries should be accomplished in flight. Make an additional comment on the back of each Form 8 if accomplished in a C-model.

A4.1.7. The examinee is responsible for all mission planning. Normally plan to have enough fuel to accomplish one extra approach in case the SEFE needs to see something over again, and enough fuel for the SEFE to execute a pattern and landing.

A4.1.8. Pilots will fly approaches to published approach minimums if in VMC. If in IMC, pilots will execute missed approach at appropriate minimums (approach or pilot weather minimums, whichever is higher). Pilots will fly non-precision approaches to the MDA and execute missed approach at the missed approach point.

A4.1.9. The standard mission profile for local area INSTM/QUAL evaluations will be: Briefing, Ground Ops, Takeoff, Departure to Hill AFB Range Airspace for Tactical Maneuvering (i.e. BFM/BARON or normal maneuvering during a SAT mission), direct to the holding fix/IAF at Michael AAF/Wendover/Salt Lake City, Holding (desired), TACAN Penetration, TACAN approach, SFO (if at Michael AAF), direct to the IAF at Hill AFB, TACAN penetration, ILS approach, Overhead pattern to a full-stop landing, post-flight ground ops, and debrief.

*Note:* INSTM/QUAL evaluations accomplished on cross-country or round-robin sorties are equally suitable provided that all required items can be accomplished/evaluated.

A4.1.12. The examinee will debrief the SEFE on the flight profile before the SEFE determines the area and overall grades.

A4.1.13. The VTR should be on during all penetrations, approaches, SFOs, and patterns. At the SEFE's option, it will only be used in the debrief if there is a disagreement between the SEFE and the examinee concerning inflight performance of a particular event.

## **A4.2. Mission Evaluations (MR/MS)**

### **A4.2.1. The Following are Evaluation Requisites:**

A4.2.1.1. CAPs test.

A4.2.1.2. EP evaluation.

A4.2.1.3. Rear cockpit landing qualification (if applicable).

A4.2.2. IAW MCR 60-2, Vol 3, only areas from the General and Tactical Employment sections will be evaluated on a Msn evaluation. Specific areas from the Instrument section will not be evaluated. This does not preclude the SEFE from awarding a downgrade during execution of any instrument procedures if, for example, the examinee violates safety or any other evaluated area from the other sections.

A4.2.3. Evaluations may incorporate any of the unit's assigned missions and will always include a first-look target during the tactical portion of the evaluation.

A4.2.4. Flight leads will be evaluated while performing duty as a flight lead. Flight leads may fly in the number 3 position with squadron commander or operations officer approval for special circumstances. In this case, areas in MCR 60-2 that are required for evaluation completion will be evaluated orally in the debrief (e.g. how to make a TOT).

A4.2.5. Mission checks will normally be directed by frag order. Once a mission evaluation is scheduled, OGV should coordinate with the SEFE, squadron weapons, training, and intelligence to produce a frag for the examinee NLT 24 hours prior to scheduled takeoff. Frag and intelligence scenario should be based on a mission area of interest consistent with OPLANs the squadron is tasked to support or possible current "hot spots" around the world. Notify the pilot once his frag is ready.

A4.2.6. Examinee will normally contact OGV and SEFE NLT 24 hours prior to the evaluation to pick up the frag and get detailed information on number of aircraft, range/time, takeoff time, and configuration.

A4.2.7. Examinee will coordinate with squadron intelligence to review the scenario and arrange pre-flight intel briefings. The pilot should coordinate with weapons/tactics for weapon and attack considerations. This can be accomplished by referencing the War book.

A4.2.8. Mission evaluations can also be accomplished during combat, Flag, or other LFE sorties where an actual frag will substitute for a OGV generated frag. The SEFE will be the final authority in determining the checkride specifics to ensure a thorough evaluation.

A4.2.9. The examinee is responsible for all mission planning and mission materials

A4.2.10. The SEFE will fly as number two to the maximum extent possible for evaluations of flight lead qualified pilots.

A4.2.11. The delivery during the tactical portion of the evaluation will count as a separate event for Area 82, Weapons Delivery even if multiple attacks of the same event type are accomplished. Follow-on deliveries of the same event type on the SAT target will simply be annotated on the AF Form 8.

A4.2.13. Pilots will use the VTR (HUD) to record weapons deliveries, intercepts, and air-to-air engagements. For Maverick, WPN page on a MFD will be used. Every effort will be made to provide an aircraft with an operational VTR to the examinee.

A4.2.14. For the first-look SAT attack, the evaluation for Area 82, Weapons Delivery, will be made using "first pickle counts" criteria; however, dry passes for pilot buffoonery will reflect in the grade. For example, a pilot that presses the pickle button and misses the target will be assessed a (U) unless there are extenuating circumstances. A pilot that goes through dry for parameters, but is successful on the reattack will be assessed a (Q-) for dragging the flight back into a threat area. Finally, a pilot that goes through dry because of complex target ID, weather, or other extenuating circumstance and is successful on reattack may not be assessed any downgrade.

A4.2.15. The examinee will be given a 5-10 minute TOT window in the frag order. During mission planning, the examinee will select an exact TOT within that window. Grading for Area 61, Timing, will be based on making that TOT; however, no downgrade will be assessed if the examinee exceeds (Q) criteria due to threat reactions or any other circumstance out of his control as long as the attack is still within the 5-10 minute TOT window. Alterations of the TOT window will require "Viper control" (the SEFE) approval.

A4.2.16. TOSS will be the primary method of scoring deliveries on tactical ranges. However, the SEFE can air-score when required. VTR scoring will be the last resort (Hit criteria: 6 mils). The examinee should make every effort to record a camera check in flight to ensure accurate assessment of pipper placement in the debrief.

A4.2.17. The examinee will plan to drop a BDU on a tactical range unless the fragged target is a dry SAT target. However, to avoid mismatches of HUD symbology with planned attack/release parameters, BDU's will only be dropped if the weapons delivery symbology will closely match the simulated ordnance, otherwise a dry VTR scored pass should be used. For example, plan a dry pass for high-drag weapons like BSU-49/50 or CBU-87 and a hot pass for low-drag weapons like MK-82/84's.

A4.2.18. If the examinee goes through dry for any reason during the tactical portion of the flight, reattacks are required to grade Area 82, Weapons Employment. If the sortie is accomplished during an LFE, Flag, or other sortie where reattacks are impossible, the evaluation will be incomplete.

A4.2.19. Required mission elements IAW MCR 60-2, Vol 3, are listed on the ACC Form 8a with an "R". If the following areas are not accomplished in flight due to extenuating

circumstances, the evaluation can be considered complete by evaluating the area(s) orally or in the simulator:

A4.2.20. Mission evaluations will include BARON and other support aircraft if available. Schedulers will make every effort to schedule barons. Missions to the South UTTR will also request EC support from Granite Peak. If there are no actual BARON/EC assets, the SEFE will brief and call threat reactions in flight. Following the tactical ingress and egress, no further threat reactions will be accomplished or evaluated.

A4.2.22. The tactics briefing will be presented as if actually going into combat and will include all appropriate items. However, any contradictory peacetime/theater ROE will be briefed and adhered to.

A4.2.23. For an evaluation conducted on a wingman, the wingman's briefing will demonstrate knowledge of at least one of the following (if not briefed, then evaluate in the debrief):

A4.2.23.1. Weapons preflight.

A4.2.23.2. Threat capabilities/limitations.

A4.2.23.3. Threat avoidance/penetration aids.

A4.2.23.4. Attack planning.

A4.2.23.5. Desired/required weapons effects.

A4.2.24. Mission planning and flight considerations will be based on carrying live fragged ordnance.

A4.2.25. An SFO is desired on all flight evaluations. The mission evaluation will be considered complete if an SFO was evaluated in-flight on the previous instrument/qualification evaluation. In this case, no comment is required on the back of the Form 8.

A4.2.26. The standard surface attack mission evaluation profile will include: Briefing, takeoff, departure, air-to-air refueling (if scheduled), holding, ingress to a first-look SAT attack, egress, inflight report, RTB to hi-key, SFO, and flight split-up for individual landings.

A4.2.27. The standard air-to-air mission evaluation profile will include: Briefing, takeoff, departure, air-to-air refueling (if scheduled), holding (if required), escort/lane defense/point defense including a minimum of one intercept, offensive maneuvering, and planned weapons employment, egress (if required), inflight report, RTB to hi-key, SFO, and flight split-up for individual landings.

## ATTACHMENT 9 (ADDED 419 FW)

## EPE PROFILES

**A5.1. Instrument/Qualification EPE's**

A5.1.1. The examinee will meet with the evaluator 15 minutes prior to MTT time for ground eval, and pre-evaluation briefing.

A5.1.2. The profiles for the INSTM/QUAL EPE are tailored toward basic instrument flying. Weather will be a factor to all decisions.

A5.1.3. Configurations for INSTM/QUAL EPEs will be centerline tank and 2 wingtip AIM-9's. All takeoffs will be planned for Mil power. Initial weather conditions are listed below in the profiles. The field condition will be IFR Mountain Home. It is important to note that these are initial conditions (at takeoff time). The examinee must get a weather update before proceeding to any particular field to execute an approach.

**A5.1.4. Profile.**

A5.1.4.1. **#1.** The examinee will be #1 or #2 of a two-ship BFM mission to the south UTTR. The IFR flight plan is the ISLND06A. Tops in the working area are also 10,000 feet MSL. Weather:

Hill: 500-1 1/2 with tops at 10,000 feet MSL  
Salt Lake City: 300-3/4 in fog  
Michael AAF: 600-2  
Mountain Home: 3000/5  
Other possible divert fields are socked in.

A5.1.4.2. **#2.** The examinee will be #1 or #2 of a two-ship on a round robin instrument mission to Mountain Home AFB. The examinee is filed IFR to Mountain Home via the ISLND, then direct to the IAF. Weather:

Hill: 500-1 1/2 with tops at 10,000 feet MSL  
Salt Lake City: 300-3/4 in rain (or snow)  
Michael AAF: 700-2 (slowly improving)  
Mountain Home AFB: 2000/3  
Other possible divert fields are socked in.

A5.1.5. The profiles will begin with the jet in the chocks and the engine off. The evaluator will initiate emergencies at various stages in the flight profile including ground ops, takeoff, inflight, and landing IAW MCR 60-2 Vol 3 (at least 2 EP's per phase of flight one of which will be a CAPS).

A5.1.6. In addition to emergency procedures, the following items will be evaluated on all INSTM/QUAL EPE's:

A5.1.6.1. Unusual attitude recoveries

A5.1.6.2. Inadvertant weather entry

A5.1.6.3. Lost wingman procedures

## **A5.2. Mission EPE'S**

A5.2.1. The examinee will meet the evaluator 15 minutes prior to the scheduled MTT time for CAPs testing, ground eval, and pre-evaluation briefing.

A5.2.2. Weather will not be a factor during this EPE except for unusual attitude recoveries and inadvertent weather entry.

A5.2.3. Configuration will include 2 wing tanks, centerline ECM pod, 6 MK-82's on TERs, 2 AIM-120's, and 2 AIM-9M's. All takeoffs will be planned for Afterburner.

A5.2.4. Threats in-theater include AAA, SAM's and aircraft armed with heat-seaking missiles.

A5.2.5. The examinee may proceed low altitude or medium altitude at his discretion and will not be evaluated on tactics. The examinee should be evaluated on the use of onboard systems to detect the threat and appropriately react. In the target area, due to the difficulty in accurately executing a visual pop pattern, the examinee will be evaluated on his ability to achieve a valid weapons release using a LOFT or SLD delivery.

### **A5.2.6. Profile.**

A5.2.6.1. **#1.** The examinee will be #1 or #2 (based on qualifications) of a four-ship SAT mission to Wildcat range simulating a medium threat environment. GCI will be provided by "Warrior". The route of flight will be the ISLND 420 departure to a SEFE selected point on the route and then to the target

A5.2.6.2. **#2.** The examinee will be #1 or #2 (based on qualifications) of a four-ship SAT mission to Craner Range simulating a medium-threat environment. GCI will be provided by "Airedale". The route of flight will be the ISLND 418 departure to a SEFE selected point on the route and then to the target

**NOTE:** Maps for these routes are located next to the MTT. The SEFE will brief the FEBA location, but Wendover, Michael AAF, and Hill AFB are always on the friendly side of the FEBA available for any required divert. Normally, beginning a divert to one of these field simulates proceeding directly to the friendly side of the FEBA.

A5.2.7. The profiles will begin with the jet in the chocks and the engine off. The evaluator will initiate emergencies at various stages in the flight profile including ground ops, takeoff, inflight, and landing IAW MCR 60-2 Vol 3 (at least 2 EP's per phase of flight one of which will be a CAPS). The selected inflight emergencies will emphasize combat oriented problems (i.e. systems failures, battle damage, etc.)