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SECRETARY OF THE AIR FORCE

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Flying Operations

C-212 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Maj John B. Byrd)
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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures,* and AFPD 11-4, *Aviation Service.* It establishes the Aircrew Standardization/Evaluation (Stan/Eval) program that supports AF objectives and is applicable to all C-212 aircrews. This instruction does not apply to Air National Guard or Air Force Reserve Command units.

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SUMMARY OF REVISIONS

This revision corrects the title of the publication from **Aircrew Grading Criteria**, to **Aircrew Evaluation Criteria.**

1. Objectives. The Aircrew Standardization and Evaluation Program is the commander's tool to validate mission readiness and the effectiveness of unit flying, to include documentation of individual aircrew member qualifications and capabilities.

1.1. General**.** This instruction establishes requirements for all aircrew flight evaluations and outlines aircrew standardization/evaluation (stan/eval) grading criteria. Conduct all evaluations in accordance with (IAW) the provisions of Air Force Instruction (AFI) 11-202, Volume 2, *Aircrew Standardization/ Evaluation Program,* this instruction, and supplements.

1.2. Key Words and Definitions:

1.2.1. "Will" and "must" indicate a mandatory requirement.

1.2.2. "Should" indicates a recommended procedure that is required if practical.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.3. Instructor-Certified Events. These are events that require certification of training by an instructor or flight examiner. Specific instructor certified events are listed in AFI 11-2C-212, Volume 1. Document certification on the AF Form 1381, **USAF Certification of Aircrew Training**, and file in the individual's FEF behind Tab 1. The AF Form 1381 is a source document and will not be removed from the FEF. The squadron commander, stan/eval assigned personnel, or the instructor completing the training will sign the AF Form 1381. After an AF Form 1381 is completely filled in, start a new form and place the most current on top.

1.4. Flight Evaluation Forms. Use AF Forms 8, **Certificate of Aircrew Qualification**, for all evaluations.

1.5. Flight Examiner Role. To ensure the most comprehensive evaluation, the flight examiner should not occupy a primary crew position during evaluations. However, the flight examiner may occupy a primary crew position during an evaluation if conditions warrant.

1.5.1. Prior to the flight, the flight examiner will explain the purpose of the evaluation and how it will be conducted. The evaluatee will accomplish all mission planning. MAJCOM flight examiners (and unit flight examiners as determined locally) will be furnished a copy of necessary charts, flight logs, target folders, and any additional items they deem necessary.

1.5.2. The flight examiner will thoroughly critique all aspects of the flight. During the critique, the flight examiner will review the evaluatee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training.

1.5.3. Standards and performance parameters are contained in this instruction.

1.5.4. The evaluator will base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider momentary deviations from tolerances, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The evaluator will consider cumulative deviations when determining the overall grade.

1.5.5. All evaluations will follow the guidelines set in AFI 11-202, Volume 2 and its supplements. Evaluator judgment will be the determining factor in arriving at the overall grade.

2. Grading Systems.

NOTE: Safety consciousness, boldface emergency procedures, judgment, and all instructor areas/subareas are considered critical for all crewmembers. For pilots, TOT/TOA and airdrop criteria are considered critical. Additionally, all emergency procedures for loadmasters are considered critical. If one of these subareas is graded U, then the overall grade for the evaluation will be Q-3.

2.1. Overall Qualification Levels:

2.1.1. Qualification Level 1 (Q-1, Qualified). The aircrew member demonstrated desired performance and knowledge of procedures, equipment and directives within tolerances. This will be awarded when no discrepancies were noted and may be awarded when discrepancies are noted if:

2.1.1.1. The discrepancies resulted in no more than a "Q-" grade being given in any area(s)/subarea(s).

2.1.1.2. In the judgment of the flight examiner, none of the discrepancies preclude awarding of an overall Qualification Level 1.

2.1.1.3. All discrepancies noted during the evaluation were cleared during the debrief of that evaluation.

2.1.1.4. Refer to the tables in paragraph **4.** of this instruction for basic, qualification, mission, and instructor criteria for sub-area ratings of Qualified for respective crew positions.

2.1.2. Qualification Level 2 (Q-2, Qualified). The aircrew member demonstrated the ability to perform duties safely, but:

2.1.2.1. There were one or more area(s)/subarea(s) where additional training was assigned.

2.1.2.2. In the judgment of the flight examiner, there is justification based on performance in one or several areas/subareas.

2.1.3. Qualification Level 3 (Q-3, Unqualified). The aircrew member demonstrated an unacceptable level of safety, judgment, performance or knowledge.

2.1.3.1. An overall "Q-3" can be awarded if, in the judgment of the flight examiner, there is justification based on performance in one or several areas/subareas.

2.2. Area/Subarea Grades.

2.2.1. Q (Qualified). A "Q" is the desired level of performance. The examinee demonstrated a satisfactory knowledge of all required information, performed aircrew duties within the prescribed tolerances and accomplished the assigned mission.

2.2.2. Q- (Qualified). A "Q-" indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the flight examiner. Minor deviations from established standards that did not jeopardize mission accomplishment or flight safety.

2.2.3. U (Unqualified). Assign a "U" area grade for any breach of flight discipline or deviations from prescribed procedures that adversely affected mission accomplishment or compromised flight safety.

3. Aircrew Written Examinations.

3.1. Testing**.** Provide examinations IAW AFI 11-202 Volume 2 and paragraph **4.** of this instruction.

3.1.1. Combined Testing. Loadmasters require qualification and mission examinations, which may be combined. Examinations will consist of questions with equal emphasis on qualification and mission areas. Annotate “CLOSED BOOK” and “OPEN BOOK” examination on the AF Form 8.

4. Evaluations.

NOTE: Conduct flight evaluations using the specific crew position profiles below. Apply criteria using **table 1.**. through **table 2.** For all mission evaluations, evaluators will ensure that the profile includes adequate events to thoroughly measure knowledge of specific employment procedures to include current special interest items. Crew Resource Management (CRM) skills will be evaluated on all evaluations. Include the seven CRM skills areas: Mission Planning, Situational Awareness, Crew Coordination/Flight Integrity, Communication, Risk Management/Decision Making, Task Management, and Debriefing.

4.1. Pilot Evaluations - Requirements. Pilot flight evaluations are divided into positions and types as defined below. All AF Forms 8 will indicate the applicable crew position, type(s), and category(ies) of the administered evaluation. Pilots are evaluated to the specific standards outlined in **table 1.**

4.1.1. Crew Positions: The crew position may be Copilot (CP), First Pilot (FP), Mission Pilot (MP) or Instructor Pilot (IP).

4.1.1.1. Instructor pilots must meet criteria as outlined in paragraph **4.3.** and subarea “Instructor/Flight Examiner.”

4.1.2. Evaluation Types: Pilot evaluation types are: Instrument, Qualification and Mission.

NOTE: To promote efficient use of flying resources, the recurring instrument, mission, and qualification flight evaluations may be combined.

4.1.2.1. Instrument: Instrument evaluations will include subareas listed as "General" and "Instrument" (**table 1.**). All initial and requalification evaluations will include an instrument evaluation. The instrument examination is a requisite (prerequisite for initial evaluations). Complete the Instrument Refresher Course (IRC) prior to taking the instrument examination.

4.1.2.2. Qualification: Qualification evaluations will include subareas listed under “General” and “Qualification” (**table 1.**). Qualification Open and Closed Book examinations (or Formal School End of Course examinations), boldface, and emergency procedures evaluation (EPE) are requisites (prerequisites for initial evaluations).

4.1.2.3. Mission: Mission evaluations will include subareas under "General" and “Mission” (**table 1.**). Mission Open and Closed Book examinations (or Formal School End of Course examinations) are requisites (prerequisites for initial evaluations). Initial/requalification mission evaluation profile will include a night vision goggle (NVG) 30-minute low-level; an NVG STOL landing, go-around and takeoff and a TOA to an actual or simulated airdrop.

4.2. Loadmaster Evaluation Requirements. Loadmaster crew positions may be Basic Qualified Loadmaster (FL), Mission Qualified Loadmaster (ML) or Instructor Loadmaster (IL). All AF Forms 8 will indicate the applicable crew position.

4.2.1. Loadmasters are evaluated to the standards in **table 2.**

4.2.1.1. Instructor: Instructors must meet the criteria as outlined in paragraph **4.3.** and **table 2.**

4.2.2. Evaluation Types: Non-rated evaluation types are “Qualification” (basic proficiency) and “Mission.”

4.2.2.1. Qualification: Loadmasters require an initial qualification evaluation. For qualification evaluations, Qualification Open and Closed Book examinations (or Formal School End of Course examinations) and an EPE are prerequisites for initial evaluations and requisites for individuals who are not mission qualified.

4.2.2.2. Mission: Mission evaluations may be administered concurrently with the initial qualification evaluation. Requalification evaluations will be administered as required to regain qualification. Mission Open and Closed Book examinations (or Formal School End of Course examinations) are requisites (prerequisites for initial). Initial/Requalification: Administer the evaluation to include, as a minimum, a complete aircraft preflight, completion of applicable weight and balance forms, a mission sortie and an aircraft postflight. Examinee must demonstrate knowledge of emergency procedures associated with each method of deployment.

4.2.2.3. Recurring Mission: Administer the evaluation on any mission sortie. All subareas or special qualifications in which the loadmaster is qualified will be evaluated verbally if not observed.

4.3. Instructor Evaluation Requirements.

4.3.1. Instructor candidates must be qualified in all subareas they will instruct and are expected to meet the standards outlined in their respective table subarea “Instructor/Flight Examiner.” Instructor candidates will be evaluated on instructor performance during a representative sample of maneuvers. Instructors should have a solid understanding of systems, procedures, and techniques.

4.3.2. The flight examiner should not act as student. The flight examiner may act as student during maneuvers that are considered high risk.

4.3.3. Instructor pilot candidates must demonstrate each type of landing applicable to the aircraft from the instructor position and their instructional ability during a representative sample of emergency and instrument procedures, mission maneuvers, and all special missions they will instruct. Pilots must be aircraft commander qualified in a special mission prior to an instructor qualification/certification in that mission.

4.3.4. For non-rated crewmembers, accomplish the initial instructor evaluation on a mission that permits accomplishment of all required instructor subareas.

4.3.5. Recurring instructor evaluations are not required, but qualified instructors should be evaluated to instructor standards for a sample of maneuvers during all recurring evaluations. A student is not required and documentation is not required unless the instructor's ability is found deficient.

4.3.6. A requalification instructor evaluation is required if a previously qualified instructor has been administratively downgraded or has not performed flying duties in the specific MDS for more than 6 months. If required, the requalification instructor evaluation may be combined with the basic requalification evaluation.

4.4. Flight Examiners: The evaluator crew position is a certification, not a qualification. Refer to applicable supplements to AFI 11-202, Volume 2 for specific guidance.

4.4.1. Evaluators must meet the same criteria as instructors. Additionally, they must have an expert knowledge of all applicable instructions and should set exemplary standards during evaluations.

4.4.2. Evaluators will be trained and certified IAW AFI 11-202, Volume 2 (including applicable supplements). Evaluators must be instructor qualified in a given event prior to acting as an evaluator in that event. Certified evaluators who subsequently add aircraft qualifications are automatically certified to evaluate these new qualifications.

4.4.3. To show flight examiner certification, complete an AF Form 1381 entry. The squadron commander certifies flight examiners with a letter that will be filed in the individual's FEF. To decertify a flight examiner, remove the certification letter, line out the AF Form 1381 entry and have the squadron commander sign and date the action.

4.5. Multiple Qualification Evaluation Requirements. Refer to AFI 11-202, Volume 2, and applicable supplements for crew positions, evaluation requirements, and approval authority.

4.6. Verbal Evaluation of Subareas. Applicable evaluation forms show the subareas that need to be evaluated for specific evaluations. Make every effort to evaluate all subareas through actual performance. When this is not possible, evaluate the subareas verbally. The unit chief of stan/eval and the flight examiner decide if the evaluation is complete. For pilot evaluations, do not verbally evaluate takeoff, approaches and landings.

4.7. Emergency Procedure Evaluations. For EPE contents, refer to applicable crewmember grading criteria in the tables in section four of this instruction. All aircrew members are responsible for understanding and applying proper emergency action procedures applicable to their crew position. EPEs may be performed in-flight or verbally. The flight examiner will assign an overall EPE/ATD grade (1, 2, or 3) in the Qualification Ground Phase block of the AF Form 8, regardless whether all or a portion of the EPE was performed in-flight.

NOTE: The following tables identify criteria for an evaluation to be considered Q-1.

Table 1. Pilot Evaluation Criteria for Sub-Area Ratings of "Q".

AREAS/SUBAREAS	CRITERIA
I. GENERAL	
1. Knowledge of Directives	Thoroughly familiar with all publications issued for the crew position plus Flight Information Publication (FLIP) documents. Answer any question with reference to applicable publications. Know performance limitations, warnings, operating procedures, and operational prohibitions. For mission profiles, be thoroughly familiar with all applicable employment publications.
2. Mission Preparation/ Planning and Briefings	Prepare for flight with all required documentation and briefings required by AFIs. Be familiar with military and civilian NOTAM, weather, and flight plan procedures. Understand and interpret TOLD data and weight and balance information. Prepare navigation logs, charts and "frag" sheets appropriate for scheduled mission. Coordinate all mission information into concise briefings to include weather, tasking, defensive maneuvers, emergency procedures, training requirements, and Risk Management Matrix review.
3. Use of checklist	Call for and/or execute all required checklists in accordance with the AFM and operations instructions.
4. Safety Consciousness/Judgment	Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational awareness of the other pilots actions and performance. Make decisions regarding performance of tasks so as to provide best chance of efficient mission accomplishment without undue risk to aircraft or crew. Only "Q" or "U" will be awarded.
5. Crew Coordination	Maintain situational awareness of, and react appropriately to crew inputs. Communicate with crew so they understand pilot intentions and requirements to effect safe, efficient mission accomplishment.
6. Communications / Authentication	Communicate using concise, professional radio discipline while ensuring all required communications are made to ATC and Command and control agencies. Be familiar with required communications procedures for any airspace used on the mission. Understand standard ATC directions and execute them accordingly.
7. Life Support Systems	Preflight oxygen and survival equipment as required for the mission. Will ensure appropriate serviceable protective clothing, life support, survival, and dash 21 equipment for the entire mission on board the aircraft.

AREAS/SUBAREAS	CRITERIA
8. Knowledge/Completion of Forms	Demonstrate working knowledge of the type and location of information contained in the aircraft forms. Insert clear, concise, and unclassified write-ups in a manner that accurately depicts the malfunctions/problems encountered during the mission. Write-ups should include mode of operation, equipment indications, and effect on equipment performance.
9. Currency of Publications	All required publications are current and posted.
II. QUALIFICATION	
10. Engine Start, Taxi	Perform engine start IAW the AFM procedures. Safe taxi operations clearing obstacles by required distances. Follow standard marshaling signals.
11. Takeoff	Smooth, controlled aircraft movement. Meet parameters IAW the AFM or as briefed for specific maneuvers. Fly primarily with reference to outside view, rather than primarily instruments.
12. VFR Pattern 13. Approach and Landings 14. Go-Around (Engine-Out for multi-engine)	Fly IAW appropriate AFM and AFIs.
15. After Landing/Engine Shutdown	Complete appropriate checklist(s) IAW the AFM and AFIs.
16. Boldface Emergency Procedures	Requires reciting proper actions in correct sequence, not necessarily a verbatim response. Must be able to recognize, discuss and take to a logical conclusion selected emergency procedures (both BOLDFACE and Non-BOLDFACE emergency procedures). Only “Q” or “U” will be awarded.
17. Other Emergency Procedures	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with directives. Instructors must know required parameters for initiating maneuvers and must ensure there is no confusion between real and simulated problems.
18. System Operation / Knowledge/Limitations	Can analyze facts and principles and draw conclusions about the operations of systems on the aircraft.
III. INSTRUMENT	
19. Instrument Departure/SID	Follow required course and maintain constant positive climb in excess of published climb gradient. Level at and maintain required altitude +/- 200 feet. On vectors, heading should be +/- 5 degrees. Using course guidance, should maintain +/- 5 degrees (until within 1 NM of NAVAID).

AREAS/SUBAREAS	CRITERIA
20. Enroute Navigation/Use of NAVAIDs	Maintain position awareness using available NAVAIDs and on-board equipment. Maintain safe separation from terrain and restricted airspace as required. Ensure NAVAIDs are correctly identified after tuning. Use NAVAIDs required for course guidance in accordance with directives. Navigate as required by mission and ATC directly or along published routes.
21. Descent/Holding/Arrival	Enter and execute holding IAW directives and ATC clearance. Complete appropriate checklist(s) IAW the AFM and AFIs.
22. Precision Approach (ILS or PAR) (Note 2)	Maintain controlled, stable approach without excessive oscillations through course or glide slope. Arrive stabilized at decision height within 1 dot of course and guide slope or no more than "slightly" off PAR course and glide slope.
23. Non-Precision Approaches (Any two of the following: NDB, ASR, VOR, LOC)	Maintain controlled, stable approach without excessive oscillations through course. Arrive stabilized at minimum descent altitude within 1 dot of course or no more than "slightly" off course prior to missed approach point.
24. Circling Approach	Maintain controlled, stable approach without excessive oscillations through course. Arrive stabilized at minimum descent altitude and maintain circling airspeed or approach speed, whichever is higher.
25. Engine Out Approach	Fly IAW T.O. the AFM and appropriate instructions.
26. Weather Avoidance Procedures	Maintain airplane control IAW the AFM, AFI 11-2C-212, Volume 3 and other directives.
27. Missed Approach	Execute appropriate procedures without hesitation at missed approach point or when required by ATC or directives. Immediately establish climb IAW criteria in #19 [Instrument Departure/SID] and the AFM.

AREAS/SUBAREAS	CRITERIA
IV. MISSION	
28. Mission Procedures (Norm/ Emerg)	Familiar with command guidance governing mission events. Uses such guidance to safely and effectively conduct mission.
29. Equipment (Knowledge/ Use)	Familiar with tactical aircraft systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Determine if aircraft can safely fly given mission without various system components functioning.

AREAS/SUBAREAS	CRITERIA
30. Low Level Operations	Plan and fly a route to minimize risk to aircraft and crew for a given mission using NVG procedures IAW Volume 3 of this instruction. Maintain course with deviations of no more than 3 miles from centerline. Deviation from desired modified contour altitude may occur but do not detract from over mission accomplishment. Avoid excessive or numerous significant low altitude warnings. Adjust speed/course to achieve a TOT or TOA of +/- 2minutes, as appropriate.
31. STOL Landing	Maintain controlled, stable approach without excessive oscillations using NVG procedures. Arrive stabilized at 200 feet until intercepting a glidepath suitable for the aircraft characteristics and obstacle clearance. Be stabilized and aligned with the runway at 100 feet. Be able to land in the desired zone at desired airspeed. A go around should be smooth and consistent with the altitude from which it was initiated. Ground operations will incorporate appropriate scanners to clear the aircraft and situational awareness of infil/exfil operations accomplished on the ground. TOA criterion is +/- 2 minutes.
32. STOL Takeoff	Takeoff IAW NVG STOL procedures. Simulate a short field if necessary for evaluation purposes. Stabilize at 200 feet pattern altitude.
33. Airdrop—(one of the following types of airdrop: Static Line, HALO, HAHO, CDS, CRRC)	Properly follow procedures for a successful airdrop to include preflight calculations, inflight warnings and post-drop procedures. TOT criterion is +/- 2 minutes.

AREAS/SUBAREAS	CRITERIA
V. INSTRUCTOR/FLIGHT EXAMINER	
34. Instructional Knowledge/ Abilities	Demonstrate a complete understanding of all required publications and governing directives. Ensure student understands all requirements and is thoroughly prepared to perform all tasks for mission accomplishment. Demonstrate ability to thoroughly and professionally conduct required training. Explain procedures and techniques in a clear, logical manner. Review requirements/ records and then accomplish required training in a professional, orderly manner IAW the syllabus of instruction. Communicate procedures and techniques in a logical, understandable format, both on the ground an in-flight. Explain why common restrictions and procedures exist. Demonstrate a thorough knowledge of tactical planning and execution. Correctly analyze student abilities, making timely inputs as required to enhance training without adversely affecting student's accomplishment of required duties Ensure instruction does not overly restrict accomplishment of other mission requirements. Continuously evaluate the student and focus training as required. Do not allow the student to exceed aircraft or regulatory limits. Only "Q" or "U" will be awarded.
35. Demonstration of Maneuvers and Tasks	Demonstrate maneuvers or tasks consistent with criteria listed in directives and instructions for a given maneuver or task. Communicate how the maneuver or task is accomplished to meet desired parameters. Only "Q" or "U" will be awarded.
36. Briefing/Critique	Communicate significant errors and outstanding accomplishments verbally and in writing (if required for training records). Provide a professional atmosphere conducive to learning. Communicate to the student the overall training sortie grade (if required) and what is expected of the student to improve Complete all required forms. Only "Q" or "U" will be awarded.
37. Forms Completion	Complete training records/evaluation forms IAW directives. Understand grading policies and procedures. Only "Q" or "U" will be awarded.

NOTE 1: All instrument maneuvers should be performed solely by reference to instruments rather than outside visual cues.

EXCEPTION: Takeoffs should transition to instruments below 100 feet, and landings should transition to outside references at or above approach minimums.

NOTE 2: Do not evaluate a PAR as the only precision approach when the non-precision approach evaluated is the ASR, and visa-versa.

Table 2. Loadmaster Evaluation Criteria for Sub-Area Ratings of "Q".

AREAS/SUBAREAS	CRITERIA
I. GENERAL	
1. Mission Preparation/ Planning	Prepare for flight with proper flight gear and all required documentation and briefings required by AFIs. Review FCIF/FCIS for current information, Preflight aircraft, load aircraft, compute weight and balance. Review emergency procedures, training requirements, and Risk Management Matrix review.
2. Professional Equipment	Ensure all professional equipment is carried IAW AFI 11-2C-212, Volume 3 and is properly preflighted prior to departing for the aircraft.
3. Currency of Publications	All required publications are current and posted.
4. Use of checklist	Call for and execute all required checklists in accordance with AFM and operations instructions.
5. Knowledge of Directives	Demonstrate working knowledge of all applicable publications. Be familiar with all loadmaster-related forms. For mission profiles, be thoroughly familiar with all applicable employment publications.
6. Tiedown Restraint Criteria	Know criteria for restraining devices IAW applicable directives and AFM.
7. Supervisory Ability	Demonstrate ability to handle all aspects of passenger loading and transporting of passengers and cargo IAW applicable directives and AFM.
8. Judgment	Only "Q" or "U" will be awarded. Demonstrate sound and logical thought process to accomplish mission.
9. Safety Consciousness	Only "Q" or "U" will be awarded. Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational aw areness of the other loadmasters actions and performance.
10. Emergency Equipment	Be familiar with emergency equipment and cargo compartment systems. Operate/Monitor aircraft emergency exits, demonstrate the correct procedures to open all aircraft exits.
11. Anti-Hijacking Procedures	Be familiar with procedures of covert communications (verbal/ non-verbal), delay actions, and positive detainment for anti hijacking situations.
12. Hazardous Materials	Know how to handle dangerous/hazardous materials IAW applicable directives and AFM.
13. Customs/Border Clearance	Complete all forms required for mission accomplishment.

AREAS/SUBAREAS	**CRITERIA**
14. Crew Coordination	Maintain situational awareness of, and react appropriately to crew inputs. Communicate with crew so they understand engineers intentions and requirements to effect safe, efficient mission accomplishment.
15. Systems Knowledge/ Operations	Knowledge of aircraft cargo compartment systems and the ramifications of component failure. Recognize common indications of component failure or pending failure.
II. PREDEPARTURE/INFLIGHT DUTIES	
16. ERO/Aircraft Backing Procedures	Thorough knowledge of safe practices for engine running onload/offload and backing. Able to brief the crew on actions to be taken.
17. Aircraft Preflight/ Through-flight	Preflight aircraft using the appropriate AFM and checklists.
18. Proper Aircraft Configuration	Configure aircraft IAW mission directives.
19. Load Planning/Inspection	Demonstrate planning and tiedown procedures and limitations IAW applicable directives and AFM.
20. On/Offloading Procedures	Complete on/offloading of all equipment IAW applicable directives and AFM.
21. Proper Tiedown	Know tiedown procedures and limitations.
22. Weight and Balance Calculation	Complete a weight and balance form in accordance with applicable performance manual and be familiar with terms and definitions associated with the form.
23. Passenger Handling/ Briefing	Be familiar with basic aircraft systems and safety zones. Provide passengers with thorough safety briefing IAW applicable directives and AFM
24. Interphone Procedures	Communicate with crew so they understand intentions and requirements to effect safe, efficient mission accomplishment.
25. Scanner Duties	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with directives. Instructors must know required parameters for initiating maneuvers and must ensure there is no confusion between real and simulated problems.
26. Refueling	Follow AFM procedures for refueling or assisting in refueling the aircraft if required.
27. Post-Mission Duties	Provide a complete and accurate maintenance debrief, complete all required forms, and return the aircraft to its original condition IAW directives.

AREAS/SUBAREAS	CRITERIA
III. EMERGENCY PROCEDURES	
28. Boldface Emergency Procedures	Requires reciting proper actions in correct sequence, not necessarily a verbatim response. Only "Q" or "U" will be awarded.
29. Other Emergency Procedures	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with the AFM and directives. Evaluate through ground evaluation. Only "Q" or "U" will be awarded.
30. Cargo Jettison	Know cargo jettison procedures IAW applicable directives and AFM. Evaluate through ground evaluation.
31. Crash Landing/Ditching/ Bailout	Be familiar with AFM procedures. Be prepared to assist in passenger movement during and after crash landing, ditching or bailout. Evaluate through ground evaluation.
IV. MISSION	
32. Infil/Exfil	Perform duties as prescribed by the AFM and volume 3 of this instruction. Be familiar with proper light signal/communications and emergency procedures.
33. Aerial Delivery	Demonstrate general knowledge, conduct proper inspection and preparation, and know malfunction and emergency procedures. Be familiar with aircraft configuration, time warning, loading/ offloading and tiedown inspection. Be familiar with release/ extraction systems and with current AFM and MAJCOM directives and guidance.
34. Time Warnings	Demonstrate situational awareness and proper actions when time warnings are called IAW volume 3 of this instruction.

AREAS/SUBAREAS	**CRITERIA**
V. INSTRUCTOR/FLIGHT EXAMINER	
35. Instructional Knowledge/ Abilities	Demonstrate a complete understanding of all required publications, technical orders, and governing directives. Ensure student understands all requirements and is thoroughly prepared to perform all tasks for mission accomplishment. Demonstrate ability to thoroughly and professionally conduct required training. Explain procedures and techniques in a clear, logical manner. Review requirements/records and then accomplish required training in a professional, orderly manner IAW the syllabus of instruction. Communicate procedures and techniques in a logical, understandable format, both on the ground an in-flight. Explain why common restrictions and procedures exist. Demonstrate a thorough knowledge of tactical planning and execution. Correctly analyze student abilities, making timely inputs as required to enhance training without adversely affecting student's accomplishment of required duties Ensure instruction does not overly restrict accomplishment of other mission requirements. Continuously evaluate the student and focus training as required. Do not allow the student to exceed aircraft or regulatory limits. Only "Q" or "U" will be awarded.
36. Demonstration of Maneuvers and Tasks	Demonstrate maneuvers or tasks consistent with criteria listed in directives and instructions for a given maneuver or task. Communicate how the maneuver or task is accomplished to meet desired parameters. Only "Q" or "U" will be awarded.
37. Briefing/Critique	Communicate significant errors and outstanding accomplishments verbally and in writing (if required for training records). Provide a professional atmosphere conducive to learning. Communicate to the student the overall training sortie grade (if required) and what is expected of the student to improve Complete all required forms. Only "Q" or "U" will be awarded.
38. Forms Completion	Complete training records/evaluation forms IAW directives. Understand grading policies and procedures. Only "Q" or "U" will be awarded.

MARVIN R. ESMOND, Lt General, USAF
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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-2C-212V1, *C-212 Aircrew Training*,

AFI 11-2C-212V3, *C-212 Operations Procedures*,

Abbreviations and Acronyms

AC—Aircraft Commander

AFI—Air Force Instruction

AFSOC—Air Force Special Operations Command

ATC—Air Traffic Control

ATS—Aircrew Training System

CDS—Container Delivery System

CRRC—Combat Rubber Raiding Craft

CRS—Container Release System

CSS—Communication Surveillance System

DZC—Drop Zone Control

EOC—End of Course

EPE—Emergency Procedures Evaluation

FCIF—Flight Crew Information File

FCIS—Flight Crew Information Summary

FEF—Flight Evaluation Folder

FLIP—Flight Information Publications

IAW—In Accordance With

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IP—Instructor Pilot

IRC—Instrument Refresher Course

LPU—Life Preserver Underarm

LZC—Landing Zone Control

MDA—Minimum Descent Altitude

MDS—Mission Design Specialty

MEL—Minimum Essential List

MQF—Master Question File

NVG—Night Vision Goggle

OPR—Office of Primary Responsibility

PAR—Precision Approach Radar

RAMZ—Rigging Alternate Method Zodiac

RCL—Reception Committee Light

SATB—Standard Airdrop Training Bundle

STS—Special Tactics Squadron

TF—Terrain Following

TOA—Time of Arrival

TOLD—Takeoff and Landing Data

TOT—Time over Target

VMC—Visual Meteorological Conditions

V1—Takeoff Decision Speed

V2—Takeoff Safety Speed

WST—Weapons System Trainer

Terms

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

Error—Departure from standard procedures. Performing wrong actions or recording incorrect information.

Major —Adversely affected use of equipment, or violated safety.

Minor—Did not detract from mission completion.

Mission Sortie—A mission sortie includes pre-mission planning, (if applicable), all appropriate mission checklists for an NVG route and either and NVG airdrop or an NVG takeoff, approach and landing.