



Flying Operations

C-22B/C-38A EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*. It establishes evaluation criteria for the operation of C-22B and C-38A aircraft to safely, and successfully, accomplish their worldwide mobility missions. It is used in conjunction with AFI 11-202, Volume 2, *Aircrew Stan/Eval Program*, and the appropriate MAJCOM supplement. The privacy act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information.

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Chapter 1

GENERAL INFORMATION

1.1. General.

1.1.1. This AFI provides flight examiners and aircrews with procedures and evaluation criteria/tolerances to be used during flight evaluations required by AFI 11-202, Volume 2, *Aircrew Stan/Eval Program*.

1.1.2. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews.

1.1.3. Evaluators use this AFI when conducting aircrew evaluations.

1.1.4. Instructors use this AFI when preparing aircrews for qualification.

1.2. Applicability.

1.2.1. This AFI is applicable to all individuals operating 201 AS C-22B and C-38A aircraft.

1.2.2. Copies should be available to all aircrew members operating these aircraft.

1.3. Terms Explained.

1.3.1. "Will" and "Shall" indicate a mandatory requirement.

1.3.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

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

1.3.4. "Note" indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.4. Deviations and Waivers.

1.4.1. Do not deviate from the policies and guidance in this AFI under normal circumstances, except for safety or when necessary to protect the crew or aircraft from a situation not covered by this AFI and immediate action is required. Report deviations or exceptions without waiver through channels to 201 AS Stan/Eval function.

1.4.2. If necessary, request waivers from the parent MAJCOM according to AFI 11-202, Volume 2, *Aircrew Stan/Eval Program* and the appropriate MAJCOM supplement. ANG/DO forwards long-term waiver request(s) to HQ AMC/DO for recommendation, then forwards request to USAF/XOOT for USAF/XOO approval. Include approved long-term waivers in MAJCOM supplements.

1.5. Requisition and Distribution Procedures.

1.5.1. Order this AFI through the servicing publications distribution office (PDO).

1.5.2. Unit commanders provide copies for all aircrew members and associated support personnel.

1.6. Improvement Recommendations.

1.6.1. Send comments and suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication** to 201 AS DOV.

1.6.2. 201 AS DOV will process recommendations IAW AFI 11-215, *Flight Manual Procedures* and MAJCOM Supplement.

1.7. Evaluations.

1.7.1. Whenever practical, accomplish evaluations concurrently.

1.7.2. Conduct evaluations at the frequency prescribed in AFI 11-202, Volume 2, *Aircrew Stan/Eval Program*.

1.7.3. Qualification (QUAL) Evaluation.

1.7.3.1. Recurrent evaluation based on a 17-month cycle.

1.7.3.2. All crewmembers will successfully complete a periodic qualification evaluation including the requisite open book, closed book, Boldface examinations, EPE, and flight evaluation.

1.7.4. Instrument (INSTM) Evaluation.

1.7.4.1. Recurrent evaluation based on a 17-month cycle.

1.7.4.2. All C-22B and C-38A pilots will successfully complete a periodic instrument evaluation including the requisite instrument refresher course and open book written instrument examination according to AFMAN 11-210, *Instrument Refresher Course Program* and a flight evaluation.

1.7.4.3. Multi-qualified pilots will complete the Instrument evaluation only in their primary aircraft.

1.7.5. Mission (INIT MSN) Evaluations.

1.7.5.1. This evaluation is a one-time requirement for individuals initially upgrading to aircraft commander.

1.7.5.2. Multi-Qualified pilots will complete a mission evaluation in each aircraft.

1.7.6. Instructor (INSTR) Evaluations.

1.7.6.1. This evaluation is a one-time requirement for individuals initially upgrading to instructor.

1.7.6.2. Subsequently, aircrew members, designated as instructor, will be evaluated on their ability to instruct during all periodic evaluations.

1.7.6.3. To initially qualify as an instructor, crewmembers will successfully complete an instructor written exam and an initial instructor evaluation.

1.7.6.4. Any crewmember desiring to realign the recurring evaluation during the initial instructor evaluation must demonstrate all required areas for the recurring evaluation and complete all requisite exams.

1.7.7. No Notice (N/N___) Evaluations.

1.7.7.1. N/N evaluations have no specific requisites or requirements.

1.7.7.2. N/N evaluations may be conducted on any crewmember on any mission. The aircrew member will not have prior notice of the evaluation.

1.7.7.3. The N/N is not intended to satisfy the requirements of a periodic evaluation. An evaluation begun as a N/N evaluation may become (and be documented as) as a required periodic evaluation if all required flight phase requirements are completed and the examinee subsequently completes all ground phase requirements for the evaluation IAW AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*.

1.7.8. SPOT Evaluations.

1.7.8.1. SPOT evaluations have no specific requisites or requirements.

1.7.8.2. SPOT evaluations may be conducted on any crewmember on any mission. Aircrew members *will* be given prior notice of the evaluation.

1.7.8.3. A SPOT evaluation is an evaluation not intended to satisfy the requirements of a periodic evaluation. An evaluation begun as a SPOT evaluation may become (and be documented as) a required periodic evaluation if all required flight phase requirements are completed during the SPOT evaluation and the examinee subsequently completes all ground phase requirements for the evaluation within the allotted time.

1.8. Evaluation Requirements.

1.8.1. Boldface/Critical Action Procedures (CAPs). Evaluate crewmember's knowledge of Boldface/CAPs on all recurring evaluations. Evaluation may be conducted during the ground or flight phase.

1.8.2. Ground Evaluation. Conduct a ground evaluation during all evaluations to determine the crewmember's overall general knowledge. The ground evaluation may be conducted prior to, during or after the flight evaluation.

1.8.3. Emergency Procedure Evaluation (EPE). Evaluate crewmember's knowledge of Emergency Procedures on all recurring evaluations. Evaluation may be conducted during the ground or flight phase.

1.8.4. Publications Check. Ensure currency of crewmember's required flight publications.

1.9. Typical C-22B/C-38A Evaluation Profile(s).

1.9.1. This section establishes standardized profiles for qualification, instrument, mission, and instructor evaluation criteria for 201 AS aircrew. Accomplish evaluations concurrently, whenever practical, (I.e., combine the QUAL/INSTM evaluations.) Aircrews will complete the following evaluations at the frequency established in AFI 11-202, Volume 2, *Aircrew Stan/Eval Program*. Copilots will fly QUAL and INSTM evaluations from the right seat. All other pilots will fly evaluations from the left seat.

1.9.2. Pilot QUAL - The evaluation will be conducted as a local sortie. It will include, as a minimum, an engine-out landing, an engine-out go around and a VFR pattern. C-22B evaluations will include a 30-flap, a 15-flap and an optional 40-flap landing. C-38A evaluations will include a 40-flap and a 25-slat/0-flap landing. Copilot evaluations will not include engine-out maneuvers.

1.9.3. Pilot INSTM - The evaluation will be conducted as a local sortie. It will include, as a minimum, ILS, PAR, a non-precision approach, circling, holding, and a missed approach.

1.9.4. Pilot MSN - The evaluation should include, as a minimum, two sorties and one instrument approach. Emphasis throughout the evaluation should be on Crew Resource Management (CRM).

1.9.5. Pilot INSTR - The evaluation should include, as a minimum, one instrument approach and landing. The instructor will conduct a local sortie with a qualified pilot or student. The instructor should also demonstrate an engine-out go-around and a VFR pattern.

1.9.6. Flight engineer QUAL - The evaluation may be conducted on any mission, including a local. Emphasis throughout the evaluation should be on performance, Crew Resource Management (CRM) and en route mission responsibilities.

1.9.7. Flight Engineer INSTR - The evaluation may be conducted on any mission, including a local.

1.9.8. FA QUAL - Evaluation will be administered on an actual mission. A minimum of two sorties is normally required. Emphasis throughout the evaluation should be on evacuations and Crew Resource Management (CRM).

1.9.9. FA INSTR - Evaluation will be administered on an actual mission. A minimum of two sorties is normally required.

1.10. Conduct of Evaluations.

1.10.1. Flight examiners will pre-brief the examinee on the conduct, purpose, requirements of the evaluation, and all applicable evaluation criteria. Flight examiners will then evaluate the examinee in each graded area/sub-area.

1.10.2. Flight examiners should not evaluate personnel they have primarily trained, recommended for upgrade evaluation, or who render their effectiveness and performance reports.

1.10.3. Unless otherwise specified, flight examiners may conduct the evaluation in any crew position/seat that best enables the flight examiner to observe the examinee's performance.

1.10.4. Note discrepancies and deviations from prescribed tolerances and performance criteria during the evaluation. Compare the examinee's performance with the tolerances provided in the grading criteria and assign an appropriate grade for each area.

1.10.5. An evaluation will not be changed to a training mission to avoid documenting substandard performance, nor will a training mission be changed to an evaluation.

1.10.6. The judgment of the flight examiner, guidance provided in AFI 11-202, Volume 2 *Aircrew Stan/Eval Program*, and this instruction will be the determining factors in assigning an overall grade. The flight examiner will thoroughly critique all aspects of the flight. During the critique, the flight examiner will review the examinee's overall rating, specific deviations, area/subarea grades assigned, and any additional training required.

1.10.7. In the event of unsatisfactory performance, the flight examiner will determine additional training requirements. Required additional training may be accomplished on the same flight after the evaluation is complete.

1.10.7.1. When evaluations are graded "Unqualified", the flight examiner will debrief the squadron commander, operations officer, Chief of Stan/Eval and, if appropriate, the individual's immediate supervisor.

1.10.7.2. A flight examiner other than the one who administered the original evaluation will normally administer rechecks.

1.11. Use of Flight Evaluation Worksheet.

- 1.11.1. Use the appropriate Flight Evaluation Worksheet (see [Attachment 2-Attachment 5](#)) to ensure all evaluation requirements are completed.
- 1.11.2. Record positive and negative trend information and document the aircrew member's performance. The completed worksheet will serve as a temporary record of the evaluation.
- 1.11.3. File the worksheet in the aircrew member's Flight Evaluation Folder until the AF Form 8 is completed.

1.12. Grading Policies.

- 1.12.1. The overall qualification level awarded an evaluation is based on performance during both the flight and ground phases. This grade should be awarded only after all evaluation requirements have been completed and given due consideration.
- 1.12.2. To receive a qualified grade on an evaluation, the aircrew member must satisfy the criteria set forth for that evaluation and demonstrate ability to operate the aircraft and/or equipment safely and effectively during all phases of an evaluation.
- 1.12.3. Use the grading criteria in this instruction to grade areas/subareas accomplished during an evaluation.
 - 1.12.3.1. The flight examiner must grade the areas/subareas listed as "required" in the general and specific evaluation sections of this instruction.
 - 1.12.3.2. The flight examiner may grade any area/sub-area accomplished during an evaluation if performance in that area/subarea impacts the specific evaluation accomplished or safety of flight.
 - 1.12.3.3. When in-flight evaluation of a required area is not possible, the area may be verbally evaluated. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision.
 - 1.12.3.4. Grading criteria tolerances assume smooth air and stable aircraft conditions. Minor momentary deviations are acceptable, provided the examinee applies prompt corrective action and such deviations do not jeopardize flight safety. Consider cumulative deviations when determining the overall grade.
 - 1.12.3.5. For pilots only, deviations incurred while maneuvering to avoid aircraft or birds will be considered momentary deviations. If the flight manual recommends a specific airspeed range for performance of a maneuver, the flight examiner will apply the grading criteria to the upper and lower limits of that range.
- 1.12.4. Flight examiners will use the grading criteria in this instruction to assist in determining proper grades. Examiner judgement will determine the overall grade.

1.13. Grading System.

1.13.1. AFI 11-202, Volume 2, *Aircrew Stan/Eval Program* is the principle source for Air Force aircrew grading levels.

1.13.2. Overall Qualification Levels.

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

1.13.2.1.1. The discrepancies resulted in no lower than a “Q-” grade being given in any area(s) subarea(s).

1.13.2.1.2. In the judgment of the flight examiner, none of the discrepancies preclude awarding of an overall Q-1.

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

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

1.13.2.2.1. There was one (or more) area(s)/sub-area(s) where additional training was assigned.

1.13.2.2.2. A non-critical area/subarea grade of “U” was awarded.

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

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

1.13.2.3.1. An area grade of “U” awarded in a critical area requires an overall “Q-3” for the evaluation.

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

1.13.2.4. The flight examiner will indicate all appropriate restriction(s) and additional training on the AF Form 8.

1.13.3. Area/Subarea Grades. Areas/Subareas will have a two-level (Q/U) or three-level (Q/Q-/U) grading system. The overall area grade will be the lowest of any subarea grade awarded.

1.13.3.1. 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.

1.13.3.2. 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. Deviations from established standards must not exceed the prescribed “Q-” tolerances or jeopardize flight safety.

1.13.3.3. Assign a “U” area grade for any breach of flight discipline, performance outside allowable parameters or deviations from prescribed procedures/tolerances that adversely affected mission accomplishment or compromised flight safety. An examinee receiving an area grade of “U”

normally requires additional training. When, in the judgment of the flight examiner, additional training will not constructively improve examinee's performance, it is not required. In this case, the flight examiner must thoroughly debrief the examinee.

1.13.4. Critical Areas. Critical areas require adequate accomplishment by the aircrew member to successfully achieve the mission objectives. If an aircrew member receives an unqualified grade in any critical area, the overall grade for the evaluation will also be unqualified. Critical areas are identified by "(Critical)" following the applicable area title.

1.14. Unsatisfactory Performance.

1.14.1. Unsatisfactory performance in any critical area/sub-area will result in qualification level of "Q-3."

1.14.2. Unsatisfactory performance in a non-critical area/sub-area will result in no higher than a qualification level "Q-2."

1.15. Aircrew Testing.

1.15.1. Passing grade for all written exams is 85% . Correct all exams to 100%.

1.15.1.1. Crewmembers failing to attain passing grades will be re-tested using another version of the exam.

1.15.1.2. Crewmembers failing requisite exams will be grounded until they successfully complete a retake.

1.15.2. Passing grade for Boldface/Critical Action Procedures (CAPs) is 100%. Crewmembers failing a Boldface/CAP exam will be grounded until successfully re-accomplished.

1.15.3. Open Book . Exam will consist of 60-100 questions. Questions will be derived from aircraft flight and performance manuals, the FA training handbook and AFI 11-2DVG, Vol. 3, *Flying Operations*. The open book exam will also include marshalling questions derived from AFI 11-218. Instructors will answer 5-20 additional questions derived from AFI 11-202 V1, V2 and AFI 11-2DVG, V1, V2.

1.15.4. Closed Book. Exam will consist of 20-30 questions derived from Master Question File. "MQF" will include questions directly from aircraft flight manuals. All crewmembers will receive a copy of the "MQF".

1.15.5. Boldface/CAPs. Exam will cover each Boldface/Critical Action Emergency Procedure applicable to an individual's specialty.

1.15.6. Instrument Exam. Exam will consist of a minimum of 50 questions. All questions are derived from AFMAN 11-210. Questions may be downloaded from the AF Flight Standards web site.

1.15.7. Instructor Exam. Open book exam will consist of a minimum of 20 questions derived from AFI 11-202, Volumes 1, 2 and 3, AFI 11-2DVG, Volumes 1, 2 and 3. This exam is required only on initial instructor evaluations.

Chapter 2

PILOT EVALUATIONS

2.1. General. This chapter standardizes initial, periodic, and requalification evaluations, including requirements for instrument, qualification, mission, and instructor evaluations.

2.2. Qualification Evaluations. All initial, periodic and requalification evaluations include (as a minimum) the following required areas:

2.2.1. All items under Area I, "General".

2.2.2. All items under Area II, "Qualification".

2.3. Instrument Evaluations. All initial, periodic and requalification evaluations include (as a minimum) the following required areas:

2.3.1. All items under Area I, "General".

2.3.2. All items under Area III, "Instrument".

2.4. Mission Evaluations. Evaluations should include (as a minimum) the following required areas:

2.4.1. All items under Area I, "General".

2.4.2. All items under Area V, "Mission".

2.5. Instructor Evaluation. Include (as a minimum) the following required areas:

2.5.1. All items under All items under Area V, "Mission".

2.5.2. Any items observed in Areas II and III will be graded.

2.5.2.1. Area I, "General".

2.5.2.2. All items under Area IV, "Instructor".

2.5.2.3. Any items observed in Areas II and III will be graded.

2.6. Additional Information.

2.6.1. Evaluators may conduct evaluations when scheduled as primary aircrew members.

2.6.2. Instructor and flight examiner pilots receiving periodic evaluations may be evaluated in either seat but do not require evaluation in both seats.

2.7. Pilot Grading Criteria.

2.7.1. Area I. General.

2.7.1.1. Subarea 1, Directives and Publications.

2.7.1.1.1. Q: Individual possesses a high level of knowledge of all applicable aircraft publications and procedures and understands how to apply both to enhance mission accomplishment. Publications are current and properly posted.

2.7.1.1.2. Q-: Unsure of some directives but could locate information in appropriate publications. Publications are current but improperly posted.

2.7.1.1.3. U: Unaware of established procedures and/or unable to locate them in the appropriate publication in a timely manner. Publications are not current.

2.7.1.2. Subarea 2, Mission Preparation/Planning/Performance.

2.7.1.2.1. Q: Individual checked all factors applicable to flight. Factors include weather, NOTAMS, alternate airfields, airfield suitability, fuel requirements, charts, etc. Knowledge of performance capabilities and operating data is high. Evaluated the data intended for use during takeoff/landing. After final adjustments and corrections have been made, data computed fell within these tolerances:

2.7.1.2.1.1. V1, VR, V2, flap retract, slat retract, +/-3 KIAS

2.7.1.2.1.2. N1 setting: +/-0.3%

2.7.1.2.1.3. Critical Field Length (CFL): +/-500 feet and suitable for takeoff

2.7.1.2.1.4. Landing speeds: +/-3 KIAS

2.7.1.2.2. Q-: Minor errors or omissions in determining factors that could have detracted from mission effectiveness. Knowledge of performance capabilities and/or operating data is marginal. Performance calculations exceeded Q limits but did not exceed:

2.7.1.2.2.1. V1, VR, V2, flap retract, slat retract, +/-5 KIAS

2.7.1.2.2.2. N1 setting: +/-0.6%

2.7.1.2.2.3. Critical Field Length (CFL): +/-800 feet and suitable for takeoff

2.7.1.2.2.4. Landing speeds: +/-5 KIAS

2.7.1.2.3. U: Individual made major errors or omissions that may have prevented a safe or effective mission. Knowledge of performance capabilities and/or operating data is marginal. Performance calculations exceeded Q- limits.

2.7.1.3. Subarea 3, Use of Checklist.

2.7.1.3.1. Q: Individual consistently used and called for the correct checklist and gave the correct response at the appropriate time throughout the mission.

2.7.1.3.2. Q-: Checklist responses were untimely and/or crewmember required continual prompting for correct response.

2.7.1.3.3. U: Used or called for incorrect checklist or consistently omitted checklist items. Could not identify the correct checklist to use for a given situation. Did not complete checklist prior to event.

2.7.1.4. Subarea 4, Safety Consciousness (Critical).

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

2.7.1.4.2. U: Not aware or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. Operated aircraft in a dangerous manner.

2.7.1.5. Subarea 5, Judgment/Compliance (Critical).

2.7.1.5.1. Q: Complied with existing regulations and directives in preparation and execution of mission. Demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

2.7.1.5.2. U: Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner. Failed to comply with a procedure that could have jeopardized safety or mission success.

2.7.1.6. Subarea 6, Crew Coordination/Crew Resource Management (CRM).

2.7.1.6.1. Q: Individual effectively coordinated with other crewmembers throughout the assigned mission. Demonstrated operational knowledge of other crewmember's duties and responsibilities.

2.7.1.6.2. Q-: Crew coordination was adequate to accomplish mission. Demonstrated limited knowledge of other crewmember's duties and responsibilities. Displayed an inability to practice CRM skill during normal operations that did not adversely affect the mission.

2.7.1.6.3. U: Poor coordination with other crewmembers. Unsatisfactory knowledge of other crewmember's duties and responsibilities negatively affected mission accomplishment or safety of flight.

2.7.1.7. Subarea 7, Communication Procedures.

2.7.1.7.1. Q: Complete knowledge of and compliance with correct communications procedures. Transmissions were concise with proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with and operated equipment correctly.

2.7.1.7.2. Q-: Occasionally deviated from procedures requiring re-transmissions or resetting codes. Slow in initiating or missed several required radio calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Displayed limited knowledge of equipment.

2.7.1.7.3. U: Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio calls. Displayed inadequate knowledge of equipment.

2.7.1.8. Subarea 8, Life Support Systems/Egress.

2.7.1.8.1. Q: Displayed thorough knowledge of location and use of life support systems and equipment. Demonstrated and emphasized the proper operating procedures used to operate aircraft egress devices such as doors, windows, hatches, slide rafts, and escape ropes/pulleys.

2.7.1.8.2. Q-: Limited knowledge of location and use of life support systems and equipment. Unsure of the proper operating procedures used to operate some of the aircraft egress devices.

2.7.1.8.3. U: Displayed unsatisfactory knowledge of location and use of life support systems and equipment. Unable to properly operate aircraft egress devices.

2.7.1.9. Subarea 9, Knowledge/Completion of Forms.

2.7.1.9.1. Q: Required forms and/or flight plans were complete, accurate, and readable, and accomplished on time and IAW applicable directives. Related an accurate debrief of significant events to applicable agencies (Intel, Safety, Maintenance, etc.)

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

2.7.1.9.3. U: Individual did not complete required forms and/or flight plans. Omitted or incorrectly reported significant information due to major errors, omissions, and/or deviations.

2.7.1.10. Subarea 10, Airmanship/Situational Awareness.

2.7.1.10.1. Q: Individual executed the assigned mission in a timely, efficient manner. Demonstrated strict professional flight and crew discipline throughout all phases of flight. Conducted the flight with a sense of understanding and comprehension.

2.7.1.10.2. Q-: Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Resources were not always effectively used to the point that specific mission objectives were not achieved.

2.7.1.10.3. U: Decisions, or lack thereof, resulted in failure to accomplish the assigned mission. Failed to exhibit strict flight and crew discipline.

2.7.1.11. Subarea 11, Systems Operations/ Knowledge/Limitations.

2.7.1.11.1. Q: Demonstrated/explained a complete knowledge of aircraft systems operations/limitations and proper procedural use of systems without reference to flight manual/available aids.

2.7.1.11.2. Q-: Knowledge level of aircraft systems operations and limitations marginal in some areas. Used individual technique instead of established procedure and was unaware of differences. Occasionally referred to flight manual/available aids.

2.7.1.11.3. U: Systems knowledge level unsatisfactory. Unable to demonstrate /explain the procedures for aircraft systems operations without reference to flight manual/available aids.

2.7.2. Area II. Qualification.

NOTES:

1. Use the following criteria as general tolerances for airspeed, altitude, and heading/course.
2. Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed “minus” tolerances are based on minimum maneuvering speed for aircraft configuration.
3. Add 50 feet (when practical) 5 knots and 2 degrees to “all engines operating” criteria for “operations with an engine out” criteria.

2.7.2.1. Q:

2.7.2.1.1. *Airspeed: +10/-5 KIAS*

2.7.2.1.2. *Altitude: +/-100 feet*

2.7.2.1.3. *Heading/Course: +/-5 degrees*

2.7.2.2. Q-: Exceeds Q criteria but does not exceed:

2.7.2.2.1. *Airspeed: +15/-5*

2.7.2.2.2. *Altitude: +/-200 feet*

2.7.2.2.3. *Heading/Course: +/-10 degrees*

2.7.2.3. U: Exceeds Q- criteria.

2.7.2.4. Subarea 12, Ground Operations.

2.7.2.4.1. Q: Established and adhered to station, start engine, taxi, and take-off time to assure thorough preflight, check of personal equipment, crew/passenger briefings, etc. Accurately determined readiness of aircraft for flight. Completed all systems preflight/postflight inspections IAW flight manual.

2.7.2.4.2. Q-: Tolerances are same as above except for minor procedural deviations that did not detract from mission effectiveness.

2.7.2.4.3. U: Crew errors directly contributed to a late takeoff that degraded the mission. Failed to accurately determine readiness for flight. Failed to preflight/postflight a critical component or could not conduct a satisfactory preflight/postflight inspection.

2.7.2.5. Subarea 13, Takeoff.

2.7.2.5.1. Q: Individual maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW flight manual and as published/directed.

2.7.2.5.2. Q-: Minor deviations from published procedures without affecting safety of flight. Control was rough or erratic. Hesitated in application of procedures/corrections.

2.7.2.5.3. U: Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceed Q- criteria.

2.7.2.6. Subarea 14, VFR Pattern.

2.7.2.6.1. Q: Performed traffic pattern and turn to final/final approach IAW published procedures. Aircraft control was smooth and positive. Did not over/under shoot final approach. Constantly cleared area of intended flight.

2.7.2.6.2. Q-: Performed traffic pattern and turn to final/final approach with minor deviations to published procedures. Aircraft control was safe but not consistently smooth and positive. Over/under-shot final-approach slightly but was able to intercept a normal glide path. Adequately cleared area of intended flight.

2.7.2.6.3. U: Individual did not perform traffic pattern and/or turn to final/final approach IAW published procedures. Displayed erratic aircraft control. Over/under shot final approach by a wide margin requiring a go-around or potentially unsafe maneuvering on final. Did not clear area of intended flight. Exceeded Q- criteria.

2.7.2.7. Subareas 15/16, Landings. (For the C-22B this includes a 30-flap and 15-flap landing. A 40-flap landing is optional. For the C-38A this includes a 40-flap and a 25-slat/0-flap landing).

Specific items to evaluate include threshold altitude/airspeed, runway alignment, flare, touch-down, and landing in a crab. Airspeed tolerances apply to computed threshold speed.

2.7.2.7.1. Q: Performed landings as published/directed IAW flight manual and met the following criteria:

- 2.7.2.7.1.1. Airspeed: +5/-0 KIAS
- 2.7.2.7.1.2. Touchdown zone: 1000-2000 feet
- 2.7.2.7.1.3. Centerline: +/-15 feet left or right
- 2.7.2.7.1.4. TCH: +25/-0 feet of TCH.

2.7.2.7.2. Q-: Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab. Exceeded Q criteria but not the following:

- 2.7.2.7.2.1. Airspeed: +10/-5 KIAS
- 2.7.2.7.2.2. Touchdown zone: Threshold-3000 feet
- 2.7.2.7.2.3. Centerline: +/-25 feet left or right
- 2.7.2.7.2.4. TCH: +50/-0 feet of TCH.

2.7.2.7.3. U: Landing not performed as published/directed. Exceeded Q- criteria.

2.7.2.8. Subarea 17, Landing Roll/Braking/Reverse Trust.

2.7.2.8.1. Q: Performed as published/directed IAW flight manual. Braking action and reverse thrust actuation prompt and smooth.

2.7.2.8.2. Q-: Performed landings with minor deviation to procedures as published/directed. Braking action and reverse thrust actuation unnecessarily delayed or not smooth.

2.7.2.8.3. U: Landing not performed as published/directed. Braking or reverse thrust actuated prior to touchdown. Exceeded Q- criteria

2.7.2.9. Subarea 18, Engine-Out Landing. Add 5 KIAS to Landing (all engines operating) criteria

2.7.2.10. Subarea 19, Engine-out Operations. Use approach criteria for the type of approach being flown and the following:

2.7.2.10.1. Q: Proper control inputs were used to correct asymmetric condition. Aircraft was properly trimmed. Proper consideration was given to maneuvering the aircraft with regard to the "dead" engine.

2.7.2.10.2. Q-: Minor deviations in aircraft control allowed the aircraft to occasionally fly uncoordinated flight.

2.7.2.10.3. U: Aircraft was not properly trimmed. Aircraft control was erratic and consistently resulted in uncoordinated flight. Maneuvering the aircraft with regard to the "dead" engine was potentially unsafe.

2.7.2.11. Subarea 20, Engine-Out GA.

2.7.2.11.1. Q: Individual performed all required procedures IAW the flight manual and directives. Applied smooth, positive, and coordinated control inputs. Rudder and aileron inputs were in correct direction and met the following criteria:

2.7.2.11.1.1. Airspeed: +10/-0 KIAS

2.7.2.11.1.2. Heading/Course: +/-5 degrees

2.7.2.11.2. Q-: Procedural errors were made which did not affect safety. Aircraft control was not consistently smooth and positive. Rudder and aileron inputs were in correct direction but some over/under control. Exceeded Q criteria but not the following:

2.7.2.11.2.1. Airspeed: +15/-0 KIAS

2.7.2.11.2.2. Heading/Course: +/- 10 degrees

2.7.2.11.3. U: Rudder and/or aileron inputs were incorrect. Exceeded Q- criteria.

2.7.2.12. Subarea 21, Boldface/Quick Reaction Emergency Procedures (Critical).

2.7.2.12.1. Q: Correct, immediate responses. Maintained aircraft control. Coordinated proper crew actions.

2.7.2.12.2. U: Incorrect sequence, unsatisfactory response, or unsatisfactory performance of corrective actions

2.7.2.13. Subarea 22, Other Emergency Procedures.

2.7.2.13.1. Q: Operated within prescribed limits and correctly diagnosed problems. Performed or explained proper corrective action for each type of malfunction. Effectively used available aids.

2.7.2.13.2. Q-: Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

2.7.2.13.3. U : Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids.

2.7.3. Area III. Instrument.

NOTES:

1. Use the following criteria as general tolerances for airspeed, level-off altitude, and heading/course with all engines operating:
2. Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed "minus" tolerances are based on minimum maneuvering speed for aircraft configuration.
3. Add 5 KIAS, 50 feet (when practical), and 2 degrees to all engines operating criteria for operations with an engine out criteria.

2.7.3.1. Q:

2.7.3.1.1. Airspeed: +10/-5 KIAS

2.7.3.1.2. Level-off Altitude: +/-100 feet

2.7.3.1.3. Heading/Course: +/-5 degrees

2.7.3.2. Q-: Exceeds Q criteria but does not exceed:

2.7.3.2.1. Airspeed: +15/-5 KIAS

2.7.3.2.2. Level-off Altitude: +/-200 feet

2.7.3.2.3. Heading/Course: +/-10 degrees

2.7.3.3. U: Exceeds Q- criteria.

2.7.3.4. Subarea 23, Instrument Departure/SID.

2.7.3.4.1. Q: Complied with all restrictions or controlling agency instructions. Made all required reports. Applied course/heading corrections promptly. Demonstrated smooth, positive control.

2.7.3.4.2. Q-: Minor deviations in navigation occurred during departure. Slow to comply with controlling agency instructions or unsure of reporting requirements. Slow to apply course/heading corrections. Aircraft control was not consistently smooth and positive.

2.7.3.4.3. U: Failed to comply with published/directed departure, or controlling agency instructions. Accepted an inaccurate clearance. Aircraft control was erratic.

2.7.3.5. Subarea 24, Holding.

2.7.3.5.1. Q: Performed entry and holding IAW published procedures and directives.

2.7.3.5.1.1. Timing: +/-15 seconds

2.7.3.5.1.2. DME: +/-2 DME

2.7.3.5.1.3. EAC: +/- 2 minutes (if assigned)

2.7.3.5.2. Q-: Performed entry and holding procedures with minor deviations. Exceeded Q criteria but not:

2.7.3.5.2.1. Timing: +/-20 seconds

2.7.3.5.2.2. DME: +/-3 DME

2.7.3.5.2.3. EAC +/-3 minutes

2.7.3.5.3. U: Holding was not IAW flight manual, directives, or published procedures. Exceeded Q- criteria.

2.7.3.6. Subarea 25, Use of NAVAIDs.

2.7.3.6.1. Q: Ensured NAVAIDs were properly tuned, identified, and monitored.

2.7.3.6.2. Q-: Some deviations in tuning, identifying, and monitoring NAVAIDs.

2.7.3.6.3. U: Failed to ensure NAVAIDs were tuned, identified, and monitored.

2.7.3.7. Subarea 26, Descent/Arrival.

2.7.3.7.1. Q: Performed descent as directed. Complied with all flight manual, controller-issued, or STAR restrictions in a proficient manner. Accomplished all required checks.

2.7.3.7.2. Q-: Performed descent as directed with minor deviations that did not compromise mission safety. Slow to accomplish required checks.

2.7.3.7.3. U: Performed descent with major deviations. Did not accomplish required checks. Made erratic corrections. Exceeded flight manual limitations.

2.7.3.8. Subarea 27, Precision Approaches. (Includes PAR and ILS) In addition to the tolerances prescribed under "Instrument", use the following criteria as general tolerances for glide-slope, and azimuth:

2.7.3.8.1. Q:

2.7.3.8.1.1. Glide Slope: Within one dot (ILS)

2.7.3.8.1.2. Azimuth: Within one dot (ILS)

2.7.3.8.2. Q-: Exceeds Q criteria but does not exceed:

2.7.3.8.2.1. Glide Slope: Within one dot low, two dots high (ILS)

2.7.3.8.2.2. Azimuth: Within two dots (ILS)

2.7.3.8.3. U: Exceeds Q- criteria.

2.7.3.9. Subarea 27A, PAR.

2.7.3.9.1. Q: Approach was IAW published procedures. Response to controller's instructions was smooth and timely. Established glide path and maintained with only minor deviations. Complied with decision height. Position would have permitted a safe landing. Elevation did not exceed slightly above or slightly below glide path.

2.7.3.9.2. Q-: Performed approach with minor deviations. Slow to respond to controller's instructions and make corrections. Improper glide path control. Complied with decision height. Position would have permitted a safe landing. Elevation did not exceed well above or well below glide path.

2.7.3.9.3. U: Approach not IAW flight manual, directives, or published procedures. Corrections were erratic. Did not respond to controller's instructions. Did not comply with decision height and/or position would not have permitted a safe landing. Erratic glide path control.

2.7.3.10. Subarea 27B, ILS.

2.7.3.10.1. Q: Approach was IAW published procedures. Smooth and timely corrections to azimuth and glide slope. Complied with decision height. Position would have permitted a safe landing. Maintained glide path with only minor deviations.

2.7.3.10.2. Q-: Performed approach with minor deviations. Slow to make corrections. Slow to comply with decision height. Position would have permitted a safe landing. Improper glide path control.

2.7.3.10.3. U: Approach not IAW flight manual, directives, or published procedures. Corrections were erratic. Did not comply with decision height and/or position at decision height would not have permitted a safe landing. Exceeded Q-1 criteria.

2.7.3.11. Subarea 28, Non precision Approaches. (Includes: NDB, Localizer/VOR, ASR, and TACAN). In addition to the tolerances prescribed under "Instrument", use the following criteria as general tolerances for timing and Missed Approach Points.

2.7.3.11.1. Q: Approach was IAW published procedures. Used appropriate descent rate to arrive at MDA at or before VDP. Position would have permitted a safe landing. Response to controller's instructions (ASR) were smooth and timely.

2.7.3.11.1.1. Timing: Computed/adjusted timing to determine MAP within 20 seconds (when required).

2.7.3.11.1.2. Distance: Determined MAP within +/-0.5 Miles

2.7.3.11.2. Q-: Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR). Exceeded Q criteria but does not exceed:

2.7.3.11.2.1. Timing: Computed/adjusted timing to determine MAP within 30 seconds (when required).

2.7.3.11.2.2. Distance: Determined MAP within +/-0.5 Miles

2.7.3.11.3. U: Approach not IAW published procedures. Maintained steady-state flight below the MDA, even though the -50 foot limit was not exceeded. Position would not have permitted a safe landing. Failed to compute or adjust timing to determine MAP (when required). Exceeded Q- criteria.

2.7.3.12. Subarea 29, Circling Approach.

2.7.3.12.1. Q: Individual properly identified aircraft category for the approach and remained within the lateral limits for that category. Complied with controller's instructions. Attained runway alignment without excessive bank angles. Did not descend from the MDA until in a position to place the aircraft on a normal glide path or execute a normal landing.

2.7.3.12.2. Q-: Properly identified aircraft category for the approach and remained within the lateral limits for that category. Slow to comply with controller's instructions. Attained runway alignment but occasionally required excessive bank angles or maneuvering.

2.7.3.12.3. U: Unable to properly identify aircraft category or exceeded the lateral limits of circling airspace. Did not comply with controller's instructions. Excessive maneuvering to attain runway alignment was potentially unsafe. Descended from the MDA before the aircraft was in a position for a normal glide path or landing. Exceeded Q- criteria.

2.7.3.13. Subarea 30, Missed Approach.

2.7.3.13.1. Q: Executed missed approach IAW published procedures. Complied with controller's instructions. Applied smooth control inputs.

2.7.3.13.2. Q-: Executed missed approach with minor deviations to published procedures. Slow to comply with controller's instructions. Slightly over controlled the aircraft.

2.7.3.13.3. U: Unable to execute missed approach IAW flight manual, directives, or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures could have led to an unsafe condition.

2.7.4. Area IV, Instructor.**2.7.4.1. Subarea 31, Instructor Ability. (Critical)**

2.7.4.1.1. Q: Individual demonstrated the ability to communicate effectively. Provided appropriate guidance when necessary. Planned ahead and made timely decisions. Identified and corrected potentially unsafe maneuvers/situations.

2.7.4.1.2. U: Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

2.7.4.2. Subarea 31A, Demonstration of Maneuvers. (Critical)

2.7.4.2.1. Q: Individual effectively demonstrated procedures and techniques. Thoroughly understands aircraft systems, procedures, publications, and directives.

2.7.4.2.2. U: Unable to demonstrate proper procedures or techniques. Knowledge level of aircraft systems, procedures, and/or proper source material is insufficient.

2.7.4.3. Subarea 31B, Student Briefing/Critique. (Critical)

2.7.4.3.1. Q: Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Showed an excellent ability during the critique to reconstruct the flight, offer mission analysis, and provide guidance where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre-briefed the student's next mission, if required.

2.7.4.3.2. U: Briefings were marginal or nonexistent. Did not review student's past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

2.7.5. Area V, Mission.**2.7.5.1. Subarea 32, Briefings**

2.7.5.1.1. Q: Individual conducted an accurate and thorough mission brief. Ensured all crewmembers were aware of mission requirements and verified information.

2.7.5.1.2. Q-: Individual conducted a mission brief. Neglected details or failed to verify information. Communicated with just a few crewmembers.

2.7.5.1.3. U: Individual did not conduct a mission brief.

2.7.5.2. Subarea 33, Radar Ops/Weather Avoidance/Windshear.

2.7.5.2.1. Q: Individual effectively demonstrated procedures for operating weather radar. Updated weather radar/analysis throughout the mission. Knowledge level of windshear detection and avoidance equipment is high. Used all available sources to determine if and/or to what degree severe weather conditions existed. Complied with all weather separation and windshear avoidance directives.

2.7.5.2.2. Q-: Minor deviations observed when operating weather radar. Did not update radar/weather analysis during worsening weather conditions. Limited knowledge of windshear

detection and avoidance equipment. Complied with all weather separation and windshear avoidance directives.

2.7.5.2.3. U: Unable to demonstrate proper use of weather radar. Failed to update radar/ weather analysis during the mission. Displayed unsatisfactory knowledge of windshear detection and avoidance equipment. Failed to comply with weather separation or windshear avoidance directives that could have jeopardized safety or mission success.

2.7.5.3. Subarea 34, Fuel Conservation.

2.7.5.3.1. Q: Individual possesses a high level of knowledge of all applicable aircraft publications and other governing directives and understands how to apply both to enhance fuel conservation. Successfully applied fuel conservation procedures in all areas of the mission.

2.7.5.3.2. Q -: Individual possesses some knowledge of applicable aircraft publications and other governing directives and understands how to apply both to enhance fuel conservation. Successfully applied some fuel conservation procedures, but failed to apply fuel conservation procedures in all areas of the mission.

2.7.5.3.3. U: Individual is unaware of fuel conservation procedures. Failed to apply any fuel conservation procedures.

2.7.5.4. Subarea 35, En Route Navigation / INS or FMS.

2.7.5.4.1. Q: Capable of navigating using all available means. Used appropriate navigation procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.

2.7.5.4.1.1. Fix-to-Fix: +/-3 NM

2.7.5.4.1.2. TACAN/VOR-DME Arc: +/-1 NM

2.7.5.4.2. Q-: Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course. Slow to adjust for deviations in time and course. Exceeded Q criteria but not:

2.7.5.4.2.1. Fix-to-Fix: +/-5 NM

2.7.5.4.2.2. TACAN/VOR-DME Arc: +/-2 NM

2.7.5.4.3. U: Individual made major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain with the confines of assigned airspace. Exceeded Q- criteria.

2.7.5.5. Subarea 36, Servicing Requirements

2.7.5.5.1. Q: Thoroughly aware of all servicing requirements. Effectively communicated with crew and ground support agencies to accomplish servicing.

2.7.5.5.2. Q-: Aware of most requirements. Did not effectively communicate with crew and/or ground support agencies.

2.7.5.5.3. U: Unaware of most servicing requirements. Failed to communicate requirements with crew and/or ground support agencies.

2.7.5.6. Subarea 37, Traffic Alert and Collision Avoidance System (TCAS) (C-38A)

2.7.5.6.1. Q: Knowledge level of TCAS system and procedures is very high. Properly identified targets and correctly maneuvered, if required, to avoid conflicts.

2.7.5.6.2. Q-: Knowledge level of TCAS system and procedures is marginal. Minor confusion in identifying targets. Maneuvers, if required, were not entirely correct, but did not pose a danger.

2.7.5.6.3. U: Completely lacks knowledge of TCAS system and procedures. Improperly identified targets. Failed to maneuver when required which would have placed the aircraft and crew in danger.

Chapter 3

FLIGHT ENGINEER EVALUATIONS

3.1. General. This chapter standardizes initial and periodic evaluations, including requirements for qualification, and instructor evaluations.

3.2. Qualification Evaluations. All initial and periodic qualification evaluations include (as a minimum) the following required areas:

- 3.2.1. All items under Area I, "General".
- 3.2.2. All items under Area II, "Qualification".

3.3. Instructor Evaluations. Initial and periodic instructor evaluations will include (as a minimum) the following required areas:

- 3.3.1. All items under Area I, "General".
- 3.3.2. All items under Area II, "Qualification".
- 3.3.3. All items under Area IV, "Instructor".

3.4. Additional Information. Flight evaluators will not conduct evaluations when scheduled as primary aircrew members.

3.5. Flight Engineer Grading Criteria.

3.5.1. Area I. General .

3.5.1.1. Subarea 1, Directives and Publications.

3.5.1.1.1. Q: Individual possesses a high level of knowledge of all applicable aircraft publications and procedures and understands how to apply both to enhance mission accomplishment. Publications were current and properly posted.

3.5.1.1.2. Q-: Unsure of some directives but could locate information in appropriate publications. Publications were current but improperly posted.

3.5.1.1.3. U: Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner. Publications were not current.

3.5.1.2. Subarea 2, Mission Preparation/Planning

3.5.1.2.1. Q: Individual completed all applicable forms. Checked all factors concerning take-off and landing data. Attended all required briefings. Complied with all directives prior to flight. Calculated mission fuel deviation = < 5000 lbs.

3.5.1.2.2. Q-: Individual made minor deviations completing forms. Minor omissions checking factors concerning take-off and landing data, which did not detract from safety or mission effectiveness. Did not fully comply with directives, but did not detract from safety or mission effectiveness. Calculated required mission fuel deviation >5000 lbs, but < 7000 lbs.

3.5.1.2.3. U: Major omissions completing applicable forms. Failed to check major factors affecting take-off and landing data. Did not comply with directives that would affect mission effectiveness. Calculated required mission fuel exceeds Q- tolerances.

3.5.1.3. Subarea 3, Use of Checklist.

3.5.1.3.1. Q: Individual consistently ensured all appropriate checklists were used and completed in a timely manner without omission.

3.5.1.3.2. Q-: Completed in an untimely manner or with minor omissions which did not detract from safety or mission effectiveness.

3.5.1.3.3. U: Used incorrect checklist or omitted checklist items which detracted from safety or mission effectiveness. Did not complete checklist prior to event.

3.5.1.4. Subarea 4, Safety Consciousness. (Critical)

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

3.5.1.4.2. U: Not aware or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. Operated aircraft in a dangerous manner.

3.5.1.5. Subarea 5, Judgment/Compliance. (Critical)

3.5.1.5.1. Q: Complied with existing regulations and directives during preparation and execution of mission. Demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

3.5.1.5.2. U: Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner. Failed to comply with a procedure that could have jeopardized safety or mission success.

3.5.1.6. Subarea 6, Crew Coordination/Management/CRM.

3.5.1.6.1. Q: Individual effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other crewmember's duties and responsibilities.

3.5.1.6.2. Q-: Crew coordination adequate to accomplish mission. Demonstrated limited knowledge of other crewmember's duties and responsibilities.

3.5.1.6.3. U: Poor coordination with other crewmembers. Unsatisfactory knowledge of other crewmember duties and responsibilities which negatively affected mission accomplishment or safety of flight.

3.5.1.7. Subarea 7, Communication Procedures.

3.5.1.7.1. Q: Individual demonstrated a thorough knowledge of communication procedures. Accomplished required calls and acknowledgments with standard terminology. Consistently backed up pilots for all ATC calls. Demonstrated satisfactory use of UHF, VHF, HF radios.

3.5.1.7.2. Q-: Occasional deviation or omissions from required procedures, calls or acknowledgments. Occasional backup for ATC calls. Limited knowledge of communication equipment.

3.5.1.7.3. U: Incorrect procedures or poor performance caused confusion. Did not back up pilots for ATC calls. Displayed poor operational knowledge of communication equipment.

3.5.1.8. Subarea 8, Life Support Systems/Egress.

3.5.1.8.1. Q: Displayed thorough knowledge of location and use of life support systems and equipment. Demonstrated and emphasized proper operating procedures used to operate aircraft egress devices such as doors, windows, hatches, slide rafts, and escape ropes/pulleys.

3.5.1.8.2. Q-: Limited knowledge of location and use of life support systems and equipment. Unsure of proper operating procedures used to operate some of the aircraft egress devices.

3.5.1.8.3. U: Displayed unsatisfactory knowledge of location and use of life support systems and equipment. Unable to properly operate aircraft egress devices.

3.5.1.9. Subarea 9, Knowledge/Completion of Forms.

3.5.1.9.1. Q: All required forms were complete, accurate, readable and accomplished on time IAW applicable directives. Related an accurate debrief of significant events to applicable agencies (Safety, Maintenance, etc.)

3.5.1.9.2. Q-: Minor errors on forms did not affect conduct of the mission. Incorrectly or incompletely reported some information due to minor errors, omissions, and/or deviations.

3.5.1.9.3. U: Individual did not accomplish required forms and/or flight plans. Omitted or incorrectly reported significant information to applicable agencies due to major errors, omissions, and/or deviations.

3.5.1.10. Subarea 10, Airmanship/Situational Awareness.

3.5.1.10.1. Q: Individual executed the assigned mission in a timely, efficient manner. Demonstrated strict professional flight and crew discipline throughout all phases of flight. Conducted the flight with a sense of understanding and comprehension.

3.5.1.10.2. Q-: Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Resources were not always effectively used to the point that specific mission objectives were not achieved.

3.5.1.10.3. U: Decisions, or lack thereof, resulted in failure to accomplish the assigned mission. Failed to exhibit strict flight and crew discipline.

3.5.2. Area II. Qualification.

3.5.2.1. Subarea 11, Preflight.

3.5.2.1.1. Q: Completed all preflight checks and procedures, timely and without omissions. Proper coordination with maintenance and crew when required. Ensured readiness of aircraft for flight.

3.5.2.1.2. Q-: Same as above except for minor omissions or deviations which did not detract from safety or directly contribute to a late take-off.

3.5.2.1.3. U: Failed to preflight a critical component or system. Errors, omissions or deviations directly contributed to a late take-off or detracted from safety or mission effectiveness.

3.5.2.2. Subarea 12, Ground Operations.

3.5.2.2.1. Q: Timely completion of all checklists and procedures from Cockpit Preparation through Before Take-Off and After Landing through Leaving Aircraft without omissions.

3.5.2.2.2. Q-: Same as above except for minor procedural deviations that did not detract from mission effectiveness.

3.5.2.2.3. U: Errors directly contributed to a late take-off that degraded the mission. Failed to complete checklists and procedures in a timely manner. Omitted major checklist items that detracted from safety.

3.5.2.3. Subarea 13, Performance.

3.5.2.3.1. Q: Calculated deviations less than Q- tolerances. Demonstrated satisfactory knowledge of windshear and obstacle clearance procedures.

3.5.2.3.2. Q-: Same as above except:

3.5.2.3.2.1. Take-Off Gross Weight (TOGW): > 3000 lbs, but < 5000 lbs.

3.5.2.3.2.2. Computed MTOGW: > 5000, but < 7000.

3.5.2.3.2.3. Take-Off N1 Setting: > 0.5%, but < 1.0%.

3.5.2.3.2.4. Assumed Temperature: > 3 degrees, but < 5 Degrees.

3.5.2.3.2.5. CG: > 1.0%, but < 2%.

3.5.2.3.2.6. Flap Setting: as appropriate for conditions

3.5.2.3.2.7. Take-Off Speeds and Landing Speeds: > 3KTS, but < 5KTS.

3.5.2.3.2.8. Landing Distances: > 400FT, but < 600FT.

3.5.2.3.3. U: Calculated deviations outside the tolerances above. Demonstrated unsatisfactory knowledge of windshear and obstacle clearance procedures.

3.5.2.4. Subarea 14, Take-off and Departure Monitor.

3.5.2.4.1. Q: Monitored engine instruments and INS winds. Monitored aircraft departure, able to locate position on appropriate SID. Monitored all appropriate radios. Performed all other duties IAW the flight manual.

3.5.2.4.2. Q-: Same as above except had difficulty determining position using instruments and the SID.

3.5.2.4.3. U: Unable to determine aircraft position on appropriate SID. Did not monitor appropriate radios.

3.5.2.5. Subarea 15, In-flight Duties and Responsibilities.

3.5.2.5.1. Q: Timely completion of all checklists and procedures required in-flight.

3.5.2.5.2. Q-: Same as above except for minor procedural deviations that did not detract from mission effectiveness.

3.5.2.5.3. U: Errors directly degraded the mission. Failed to complete checklists and procedures in a timely manner. Omitted major checklist items that detracted from safety.

3.5.2.6. Subarea 16, General Navigation and INS Operation.

3.5.2.6.1. Q: Able to determine aircraft position using appropriate instruments, charts, flight plan, INS and/or hand held GPS, as required. Able to extract coordinates. Demonstrated a satisfactory knowledge of INS operations, hand-held GPS, and in-flight fuel planning.

3.5.2.6.2. Q-: Same as above except minor procedural errors. Untimely completion of procedures but did not detract from mission effectiveness. Could not complete INS procedures without reference to the flight manual.

3.5.2.6.3. U: Unable to extract coordinates and/ or determine aircraft position. Demonstrated a lack of knowledge of general navigation procedures/INS operation and did not refer to appropriate flight manual procedures.

3.5.2.7. Subarea 17, Fuel Conservation.

3.5.2.7.1. Q: Individual possesses a high level of knowledge of all applicable aircraft publications and other governing directives and understands how to apply both to enhance fuel conservation. Maintained the most fuel efficient CG in all areas of the mission. Informed the pilot of all aircraft performance factors concerning fuel conservation in all areas of the mission.

3.5.2.7.2. Q -: Individual possesses some knowledge of applicable aircraft publications and other governing directives and understands how to apply both to enhance fuel conservation. Occasionally maintained the most fuel efficient CG. Informed the pilot of fuel conservation performance factors in most areas of the mission.

3.5.2.7.3. U: Unaware of fuel conservation procedures. Failed to apply any fuel conservation procedures in any area of the mission.

3.5.2.8. Subarea 18, Approach Monitor/Landing.

3.5.2.8.1. Q: Satisfactory knowledge of symbols and other information on appropriate approach plate. Could determine aircraft position during approach. Made all appropriate altitude calls. When required, backed up pilot for ATC radio calls. Performed all other duties IAW the flight manual (including Touch & Go).

3.5.2.8.2. Q-: Same as above except had marginal knowledge of information on the approach plate. Had difficulty determining aircraft position during the approach. Minor omissions or deviations from flight manual procedures, but did not detract from safety.

3.5.2.8.3. U: Unable to interpret information on the approach plate. Unable to determine aircraft position. Major omissions or deviations from flight manual procedures.

3.5.2.9. Subarea 19, Systems Operations/ Knowledge/Limitations.

3.5.2.9.1. Q: Demonstrated/explained a complete knowledge of TO 1C-22B-1 aircraft systems operations/limitations and proper procedural use of systems without reference to flight manual/available aids.

3.5.2.9.2. Q-: Demonstrated marginal knowledge of TO 1C-22B-1 aircraft systems operations/ limitations. Used individual technique instead of established procedure and was unaware of differences. Occasionally referred to flight manual/available aids.

3.5.2.9.3. U: Demonstrated unsatisfactory systems knowledge. Unable to demonstrate/explain the procedures for aircraft systems operations without reference to flight manual/available aids.

3.5.2.10. Subarea 20, Boldface Emergency Procedures.(Critical)

3.5.2.10.1. Q: Correct, immediate responses. Proper crew coordinated actions.

3.5.2.10.2. U: Incorrect sequence, unsatisfactory response, or unsatisfactory performance of corrective actions

3.5.2.11. Subarea 21, Other Emergency Procedures.

3.5.2.11.1. Q: Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective actions for each type of malfunction. Effectively used checklists and/or available aids.

3.5.2.11.2. Q-: Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

3.5.2.11.3. U: Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids.

3.5.3. Area III. INSTRUCTOR.**3.5.3.1. Subarea 22, Instructor Ability. (Critical)**

3.5.3.1.1. Q: Individual demonstrated the ability to communicate effectively. Provided appropriate guidance when necessary. Planned ahead and made timely decisions. Identified and corrected potentially unsafe maneuvers/situations.

3.5.3.1.2. U: Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/ situations in a timely manner. Made no attempt to instruct.

3.5.3.2. Subarea 23, Student Briefing/Critique. (Critical)

3.5.3.2.1. Q: Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Showed an excellent ability during the critique to reconstruct the flight, offer mission analysis, and provide guidance where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre-briefed the student's next mission, if required.

3.5.3.2.2. U: Briefings were marginal or nonexistent. Did not review student's past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete prebriefing of student's next mission, if required.

Chapter 4

FLIGHT ATTENDANT (FA) EVALUATIONS

4.1. General. This chapter standardizes initial, periodic, and requalification evaluations, including requirements for qualification, and instructor evaluations.

4.2. Qualification Evaluations. All initial and requalification evaluations include (as a minimum) the following required areas:

4.2.1. All items under Area I, "General".

4.2.2. All items under Area II, "Qualification".

4.2.3. Multi-qualified flight attendants will complete a requalification evaluation in each aircraft.

4.3. Instructor Evaluations. Initial Instructor evaluations will include (as a minimum) all of the following:

4.3.1. All items under Area I, "General".

4.3.2. All items under Area II, "Qualification".

4.3.3. All items under Area III, "Instructor".

4.4. Additional Information. Flight examiners should not be assigned primary duties when administering evaluations.

4.5. FA Grading Criteria.

4.5.1. Area I. General.

4.5.1.1. Subarea 1, Directives and Publications.

4.5.1.1.1. Q: Individual possesses a high level of knowledge of all applicable aircraft publications and procedures and understands how to apply both to enhance mission accomplishment. Publications were current and properly posted.

4.5.1.1.2. Q-: Unsure of some directives but could locate information in appropriate publications. Publications were current but improperly posted.

4.5.1.1.3. U: Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner. Publications were not current.

4.5.1.2. Subarea 2, Mission Preparation.

4.5.1.2.1. Q: Read and initialed all items in FCIF. Completed/obtained all applicable forms. Complied with all local directives.

4.5.1.2.2. Q-: Same as above except for minor deviations or omissions which would not impair mission effectiveness. Did not fully comply with local directives.

4.5.1.2.3. U: FCIF was not reviewed or initialed. Failed to attend required briefings. Failed to obtain/complete all applicable forms, or made major errors or omissions. Did not obtain adequate mission information. Failed to comply with local directives.

4.5.1.3. Subarea 3, Use of Checklist.

4.5.1.3.1. Q: Procedures and checklist items required by flight manual and applicable directives were accomplished in a thorough and proficient manner.

4.5.1.3.2. Q-: Procedures and checklist items required by flight manuals and applicable directives were accomplished with omissions, deviations, or errors, which detracted from the overall efficient conduct of the mission. Performance was the minimum acceptable.

4.5.1.3.3. U: Procedures or checklist items required by flight manual and applicable directives were accomplished with omissions, deviations, or errors which did, or could adversely affect the successful accomplishment of the mission or task.

4.5.1.4. Subarea 4, Safety Consciousness. (Critical)

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

4.5.1.4.2. U: Not aware or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. Operated aircraft or equipment in a dangerous manner.

4.5.1.5. Subarea 5, Judgment/Compliance. (Critical)

4.5.1.5.1. Q: Complied with existing regulations and directives during preparation and execution of mission. Demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

4.5.1.5.2. U: Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner. Failed to comply with a procedure that could have jeopardized safety or mission success.

4.5.1.6. Subarea 6, Crew Coordination/CRM.

4.5.1.6.1. Q: Coordinated with other crewmembers effectively throughout the assigned mission. Demonstrated operational knowledge of other crewmember's duties and responsibilities.

4.5.1.6.2. Q-: Crew coordination was adequate to accomplish mission. Demonstrated limited knowledge of other crewmember's duties and responsibilities.

4.5.1.6.3. U: Poor coordination with other crewmembers. Unsatisfactory knowledge of other crewmember's duties and responsibilities negatively affected mission accomplishment or safety of flight.

4.5.1.7. Subarea 7, Communication Procedures.

4.5.1.7.1. Q: Displayed a satisfactory knowledge of, and compliance with, correct communication procedures. Transmissions were concise and used proper terminology. Accomplished required calls and acknowledged transmissions in a manner, which enhanced mission effectiveness.

4.5.1.7.2. Q-: Displayed adequate communication procedures, but was slow or not concise in making transmissions. Transmissions contained erroneous information or included non-standard terminology. Mission effectiveness was not jeopardized.

4.5.1.7.3. U: Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted required transmissions or transmitted erroneous information.

4.5.1.8. Subarea 8, Life Support Systems/Egress.

4.5.1.8.1. Q: Displayed thorough knowledge of location and use of life support systems and equipment. Demonstrated the proper operating procedures used to operate aircraft egress devices such as doors, windows, hatches, slide rafts, and escape ropes/pulleys.

4.5.1.8.2. Q-: Limited knowledge of location and use of life support systems and equipment. Unsure of the proper operating procedures used to operate some of the aircraft egress devices.

4.5.1.8.3. U: Displayed unsatisfactory knowledge of location and use of life support systems and equipment. Unable to properly operate aircraft egress devices.

4.5.1.9. Subarea 9, Knowledge/Completion of Forms.

4.5.1.9.1. Q: All required forms were complete, accurate, readable and accomplished on time IAW applicable directives. Related an accurate debrief of significant events to applicable agencies (Customs, MCC, etc.)

4.5.1.9.2. Q-: Minor errors on forms that did not affect conduct of the mission. Incorrectly or incompletely reported some information due to minor errors, omissions, and/or deviations.

4.5.1.9.3. U: Failed to complete required forms. Omitted or incorrectly reported significant information due to major errors, omissions, and/or deviations.

4.5.1.10. Subarea 10, Airmanship/Situational Awareness.

4.5.1.10.1. Q: Individual executed the assigned mission in a timely, efficient manner. Demonstrated strict professional flight and crew discipline throughout all phases of flight. Conducted the flight with a sense of understanding and comprehension.

4.5.1.10.2. Q-: Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Resources were not always effectively used to the point that specific mission objectives were not achieved.

4.5.1.10.3. U: Decisions, or lack thereof, resulted in failure to accomplish the assigned mission. Failed to exhibit strict flight and crew discipline.

4.5.2. Area II. Qualification.

4.5.2.1. Subarea 11, Mission Planning.

4.5.2.1.1. Q: Correctly accomplished all facets of mission planning in a timely manner to include: meeting with contact, planning meals, shopping requirements, acquiring additional items required for the mission, complying with Foreign Clearance Guide requirements.

4.5.2.1.2. Q-: Same as above except for minor omissions or untimely performance that did not detract from mission effectiveness.

4.5.2.1.3. U: Incorrectly accomplished facets of mission listed above, negatively impacting mission accomplishment.

4.5.2.2. Subarea 12, Preflight Duties

4.5.2.2.1. Q: Accomplished preflight duties correctly and expeditiously. Coordinated for all requirements. Fully prepared for mission at station time.

4.5.2.2.2. Q-: Minor errors accomplishing duties. Minor omissions coordinating requirements, but ultimately ready for the mission at station time.

4.5.2.2.3. U: Major errors accomplishing duties and coordinating requirements. Would have been unprepared for mission at station time without evaluator intervention.

4.5.2.3. Subarea 13, Passenger/Baggage loading.

4.5.2.3.1. Q: Loaded passengers and/or baggage safely. All baggage secured. Knowledge level of manifest requirements is high. Thorough passenger brief.

4.5.2.3.2. Q-: Knowledge level of manifest requirements is moderate. Incomplete, but safe, passenger brief.

4.5.2.3.3. U: Dangerously loaded passengers and/or baggage. Knowledge level of manifest requirements is unacceptable. Passenger brief was completely inadequate.

4.5.2.4. Subarea 14, In-flight Duties.

4.5.2.4.1. Q: All in-flight duties performed safely and timely. Demonstrated courtesy and professionalism. Able to provide quality meal service. Exhibited good sanitation practices.

4.5.2.4.2. Q-: Performed duties safely, but untimely. Limited ability to communicate passenger/crew needs in a professional manner. Limited effort or ability to provide a quality meal. Limited knowledge of good sanitation practices.

4.5.2.4.3. U: Performance of duties may have posed a danger to passengers or crew. Discourteous, lacking professionalism. Failed to provide a quality meal. Used poor sanitation practices.

4.5.2.5. Subarea 15, Postflight Duties.

4.5.2.5.1. Q: Knowledge level of customs requirements is high. Safely off-loaded passengers and/or baggage. Inventories completed correctly.

4.5.2.5.2. Q-: Knowledge level of customs is moderate. Inventories contained minor omissions.

4.5.2.5.3. U: Knowledge level of customs is inadequate. Loading practices may have posed a danger to passengers or crew. Inventories were completely inaccurate.

4.5.2.6. Subarea 16, First Aid.

4.5.2.6.1. Q: Knowledge level of first aid procedures is high. Knew location of first aid equipment.

4.5.2.6.2. Q-: Minor deviations to first aid steps or procedures.

4.5.2.6.3. U: Not aware of first aid procedures. Could not locate first aid equipment.

4.5.2.7. Subarea 17, Aircraft Cleanliness.

4.5.2.7.1. Q: Individual was able to effectively clean and maintain aircraft interior.

4.5.2.7.2. Q-: Individual had limited knowledge or ability to clean aircraft interior.

4.5.2.7.3. U: Failed to properly clean aircraft interior

4.5.2.8. Subarea 18, Systems Operations/ Knowledge/Limitations.

4.5.2.8.1. Q: Demonstrated/explained a complete knowledge of aircraft systems operations/ limitations and proper procedural use of systems without reference to flight manual/available aids.

4.5.2.8.2. Q-: Knowledge level of aircraft systems operations and limitations was marginal in some areas. Used individual technique instead of established procedure and was unaware of differences. Occasionally referred to flight manual/available aids.

4.5.2.8.3. U: Knowledge level of systems was unacceptable. Unable to demonstrate/explain the procedures for aircraft systems operations without reference to flight manual/available aids.

4.5.2.9. Subarea 19, Boldface Emergency Procedures. (Critical)

4.5.2.9.1. Q: Operated within prescribed limits and correctly diagnosed problems. Able to perform or explain immediate action items for boldface emergency procedure. Effectively used available aids.

4.5.2.9.2. U: Individual could not perform or explain immediate action items for boldface emergency procedures.

4.5.2.10. Subarea 20, Other Emergency Procedures.

4.5.2.10.1. Q: Operated within prescribed limits and correctly diagnosed problems. Able to perform or explain proper actions for each type of malfunction or abnormal condition. Effectively used available aids.

4.5.2.10.2. Q-: Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

4.5.2.10.3. U: Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids.

4.5.3. Area III. Instructor.

4.5.3.1. Subarea 21, Instructor Ability. (Critical)

4.5.3.1.1. Q: Individual possesses the ability to communicate effectively. Provided appropriate guidance when necessary. Planned ahead and made timely decisions. Identified and corrected potentially unsafe maneuvers/situations.

4.5.3.1.2. U: Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

4.5.3.2. Subarea 22, Student Briefing/Critique. (Critical)

4.5.3.2.1. Q: Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Showed an excellent ability during the critique to reconstruct the flight, offer mission analysis, and provide guid-

ance where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre-briefed the student's next mission, if required.

4.5.3.2.2. U: Briefings were marginal or non-existent. Did not review student's past performance. Failed to adequately critique student or analyze the mission. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

ROBERT H. FOGLESONG, Lt General, USAF
DSC/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*
AFI 11-202V1, *Aircrew Training*
AFI 11-202V2, *Aircrew Standardization/Evaluation Program*
AFI 11-2DVG1, *201 AS Aircrew Training*
AFI 11-2DVG3, *201 AS Flying Operations*
AFI 11-215, *Flight Manuals Program*
AFI 11-218, *Aircraft Operations and Movement on the Ground*
AFI 11-290, *Cockpit/Crew Resource Management Training Program*
AFMAN 11-210, *Instrument Refresher Course Program*
AFMAN 36-2236, *Guidebook for Air Force Instructors*
AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AC—Aircraft Commander
APU—Auxiliary Power Unit
ASR—Aircraft Surveillance Radar
ATC—Air Traffic Control
ATD—Aircrew Training Device
CAPS—Critical Action Procedures
CG—Center of Gravity
CFL—Critical Field Length
CRM—Crew Resource Management
DME—Distance Measuring Equipment
ELT—Emergency Locator Transmitter
EOC—End of Course
EPE—Emergency Procedures Evaluation
FA—Flight Attendant
FCG—Foreign Clearance Guide
FCIF—Flight Crew Information File

FE—Flight Engineer
FEF—Flight Evaluation Folder
FMS—Flight Management System
FP—First Pilot
GA—Go Around
GPS—Global Positioning System
IAW—In Accordance With
ILS—Instrument Landing System
INS—Inertial Navigation System
INSTM—Instrument
INSTR—Instructor
KIAS—Knots Indicated Airspeed
MAP—Missed Approach Point
MCC—Mission Control Center
MQF—Master Question File
MDA—Minimum Descent Altitude
MSN—Mission
NAVAIDS—Navigational Aids
NOTAMS—Notice To Airmen
N/N—No Notice
PAR—Precision Approach Radar
QUAL—Qualification
RON—Remain Over Night
RQ—Re-qualification
SID—Standard Instrument Departure
SQB—Secure Question Bank
STAR—Standard Terminal Arrival
TACAN—Tactical Air Navigation
TCAS—Traffic Alert and Collision Avoidance System
TCH—Threshold Crossing Height
TOGW—Take Off Gross Weight
VDP—Visual Descent Point

VHF—Very High Frequency

VOR—VHF Omni-Directional Range

C-22 PILOT FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A2.1. C-22B Pilot Worksheet (Front).

C-22 PILOT FLIGHT EVALUATION WORKSHEET/201AS									
AREA / SUBAREA	Q	Q-	U	REMARKS	AREA / SUB-AREA	Q	Q-	U	REMARKS
I. GENERAL					IV. INSTRUCTOR				
1. Directives and Publications					31. Instructor Abilities (Critical)				
2. Mission Prep / Planning / Performance					31A. Demonstration of Maneuver (Critical)				
3. Use of Checklist					31B. Student Briefing/Critique (Critical)				
4. Safety Consciousness (Critical)					V. MISSION				
5. Judgment / Compliance(Critical)					32. Briefings				
6. Crew Coord. / Management / CRM					33. Radar ops/WX avoid./Windshear				
7. Communication Procedures					34. Fuel Conservation				
8. Life Support Systems / Egress					35. En route Navigation/INS ops				
9. Knowledge / Completion of Forms					36. Servicing Requirements				
10. Airmanship/Situational Awareness					NOTES				
11. Sys. Ops. Knowledge/limits									
II. QUALIFICATION									
12. Ground Operations									
13. Takeoff									
14. VFR Pattern									
15. 30-Flap Landing									
16. Alternative Flap Setting Landing									
16A. 15-Flap									
16B. 40-Flap									
17. Landing Roll / Braking / Rev Thrust									
18. Engine-Out Landing									
19. Engine-Out Operations									
20. Engine-Out GA									
21. Boldface Emer Procedures (Critical)									
22. Other Emergency Procedures									
III. INSTRUMENT									
23. Instrument Departure / SID									
24. Holding									
25. Use of NAVAIDS									
26. Descent / Arrival									
27. Precision Approaches(both)									
27A. PAR									
27B. ILS									
28. Non-precision Approach(one min.)									
28A. NDB									
28B. Localizer / VOR									
28C. ASR									
28D. TACAN									
29. Circling									
30. Missed Approach									

Figure A2.1. Continued. C-22B Pilot Worksheet (Back).

Type Eval	Areas to Evaluate				DATE COMPLETED	
QUAL	I and II	NAME (Last, First, MI)		GRADE	SSAN	
QUAL/INSTRM	I, II and III	ORGANIZATION/LOCATION		ACFT/CREW	ELIGIBILITY PERIOD	
MSN	I and V (grade areas observed in II and III)	QUALIFICATION				
INIT INSTR	I and IV (grade areas observed in II and III)	GOUND PHASE			FLIGHT PHASE	
		EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE
		Open Book			QUAL	
		Closed Book			QUAL/INSTM	
		IRC			MSN	
		Boldface/CAP		<input type="checkbox"/>	INIT INSTR	
		EPE		<input type="checkbox"/>		
					(other)	
		QUALIFICATION LEVEL			ADDITIONAL TRAINING	
		<small>QUALIFIED</small>	<small>UNQUALIFIED</small>	RESTRICTIONS (EXPLAIN IN COMMENTS):	DUE DATE	
					DATE ADDITIONAL TRAINING COMPLETED	
		EXPIRATION DATE		YES		
	COMMENTS:	COMMENTS: (RATE A SUCCESSFUL EVALUATION: OUTSTANDING, EXCELLENT OR SATISFACTORY) (CIRCLE)				
		EXAMINER'S REMARKS:				
		A. Mission Description. (Location, significant factors, Supervisor attendance, verbally evaluated areas)				
		CERTIFICATION				
		PRINT NAME AND GRADE			ORGANIZATION	
		FLIGHT EXAMINER				
		REVIEWING OFFICER				
		FINAL APPROVING OFFICER				

C-38A PILOT WORKSHEET EXAMPLE

Figure A3.1. C-38A Pilot Worksheet. (Front).

Type Eval	Areas to Evaluate				DATE COMPLETED		
QUAL	I and II	NAME(Last, First, MI)			GRADE	SSAN	
QUAL/INSTM	I,II and III	ORGANIZATION/LOCATION			ACFT/CREW	ELIGIBILITY PERIOD	
MSN	I and V(grade areas observed in II and III)	QUALIFICATION					
INIT INSTR	I and IV(grade areas observed in II and III)	GOUND PHASE			FLIGHT PHASE		
		EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
		Open Book			QUAL		
		Closed Book			QUAL/INSTM		
		IRC			MSN		
		Boldface/CAP		<input type="checkbox"/>	INIT INSTR		
		EPE		<input type="checkbox"/>	QUAL/INSTM		
					(other)		
COMMENTS:		QUALIFICATION LEVEL			ADDITIONAL TRAINING		
		<small>QUALIFIED</small>	<small>UNQUALIFIED</small>	RESTRICTIONS (EXPLAIN IN COMMENTS):	DUE DATE		
						DATE ADDITIONAL TRAINING COMPLETED	
		EXPIRATION DATE			YES		
				NO			
		COMMENTS: (RATE A SUCCESSFUL EVALUATION: OUTSTANDING, EXCELLENT OR SATISFACTORY) (CIRCLE)					
		EXAMINER'S REMARKS:					
		A. Mission Description. (Location, significant factors, Supervisor attendance, verbally evaluated areas)					
		CERTIFICATION					
		PRINT NAME AND GRADE			ORGANIZATION		
		FLIGHT EXAMINER					
		REVIEWING OFFICER					
		FINAL APPROVING OFFICER					

Figure A3.1.Continued. C-38B Pilot Worksheet (Back).

Type Eval	Areas to Evaluate			DATE COMPLETED	
QUAL	I and II	NAME(Last, First, MI)		GRADE	SSAN
QUAL/INSTM	I,II and III	ORGANIZATION/LOCATION		ACFT/CREW	ELIGIBILITY PERIOD
MSN	I and V(grade areas observed in II and III)	QUALIFICATION			
INIT INSTR	I and IV(grade areas observed in II and III)	GROUND PHASE		FLIGHT PHASE	
		EXAM/CHECK	DATE	GRADE	MISSION/CHECK
		Open Book			QUAL
		Closed Book			QUAL/INSTM
		IRC			MSN
		Boldface/CAP		<input type="checkbox"/>	INIT INSTR
		EPE		<input type="checkbox"/>	QUAL/INSTM
					(other)
		QUALIFICATION LEVEL		ADDITIONAL TRAINING	
		<small>QUALIFIED</small>	<small>UNQUALIFIED</small>	RESTRICTIONS (EXPLAIN IN COMMENTS):	DUE DATE
					DATE ADDITIONAL TRAINING COMPLETED
		EXPIRATION DATE		YES	
				NO	
COMMENTS: (RATE A SUCCESSFUL EVALUATION: OUTSTANDING, EXCELLENT OR SATISFACTORY) (CIRCLE)					
EXAMINER'S REMARKS:					
A. Mission Description. (Location, significant factors, Supervisor attendance, verbally evaluated areas)					
CERTIFICATION					
PRINT NAME AND GRADE				ORGANIZATION	
FLIGHT EXAMINER					
REVIEWING OFFICER					
FINAL APPROVING OFFICER					
COMMENTS:					

C-22B FLIGHT ENGINEER (FE) WORKSHEET EXAMPLE

Figure A4.1. C-22B Flight Engineer (FE) Worksheet(Front).

C-22B FLIGHT ENGINEER FLIGHT EVALUATION WORKSHEET/201AS					
AREA / SUBAREA	Q	Q-	U	REMARKS	NOTES
I. GENERAL					
1. Directives and Publications					
2. Mission Prep / Planning / Performance					
3. Use of Checklist					
4. Safety Consciousness (Critical)					
5. Judgment / Compliance Critical)					
6. Crew Coord. / Management / CRM					
7. Communication Procedures					
8. Life Support Systems / Egress					
9. Knowledge / Completion of Forms					
10. Airmanship/Situational Awareness					
II. QUALIFICATION					
11. Preflight					
12. Ground Operations					
13. Performance					
14. Take-off and Departure Monitor					
15. In-flight Duties / Responsibilities					
16. General Navigation / INS					
17. Fuel Conservation					
18. Approach Monitor / Landing					
19. Systems Ops / Knowledge / Limits					
19A. Electrical					
19B. Hydraulic					
19C. Pressurization					
19D. Anti-icing/De-icing systems					
19E. Fire Detection					
19F. Engine					
19G. APU					
19H. Radios and Radar					
19I. Oxygen system					
19J. Fuel/Oil					
20. Boldface Emer. Procedures (Critical)					
21. Other Emergency Procedures					
III. INSTRUCTOR					
22. Instructor Abilities (Critical)					
23. Student Briefing / Critique (Critical)					

Figure A4.1. Continued. C-22B Flight Engineer (FE) Worksheet (Back).

Type Eval	Areas to Evaluate				DATE COMPLETED	
QUAL	I and II	NAME (Last, First, MI)		GRADE	SSAN	
INIT INSTR	I and III	ORGANIZATION/LOCATION		ACFT/CREW	ELIGIBILITY PERIOD	
		QUALIFICATION				
		GROUND PHASE			FLIGHT PHASE	
		EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE
		Open Book			QUAL	
		Closed Book			INIT INSTR	
		Boldface/Caps				
		EPE		<input type="checkbox"/>	(other)	
		Instructor		<input type="checkbox"/>		
		QUALIFICATION LEVEL			ADDITIONAL TRAINING	
		<small>QUALIFIED</small>	<small>NOT QUALIFIED</small>	RESTRICTIONS (EXPLAIN IN COMMENTS):	DUE DATE	
					DATE ADDITIONAL TRAINING COMPLETED	
		EXPIRATION DATE		YES		
				NO		
		COMMENTS: (RATE A SUCCESSFUL EVALUATION: OUTSTANDING, EXCELLENT OR SATISFACTORY) (CIRCLE)				
		EXAMINER'S REMARKS:				
		A. Mission Description. (Location, significant factors, Supervisor attendance, verbally evaluated areas)				
		CERTIFICATION				
		PRINT NAME AND GRADE			ORGANIZATION	
		FLIGHT EXAMINER				
		REVIEWING OFFICER				
		FINAL APPROVING OFFICER				
COMMENTS:						

C-22B FLIGHT ATTENDANT (FA) WORKSHEET EXAMPLE

Figure A5.1. C-22B Flight Attendant (FA) Worksheet (Front).

C-22B FA FLIGHT EVALUATION WORKSHEET/201AS				REMARKS	NOTES
AREA / SUBAREA	O	O-	U		
I. GENERAL					
1. Directives and Publications					
2. Mission Preparation					
3. Use of Checklist					
4. Safety Consciousness (Critical)					
5. Judgment / Compliance (Critical)					
6. Crew Coord. / Management / CRM					
7. Communication Procedures					
8 Life Support Systems / Egress					
9. Knowledge / Completion of Forms					
10. Airmanship/Situational Awareness					
II. QUALIFICATION					
11. Mission Planning					
12. Pre-flight duties					
13 Passenger/Baggage loading					
14. In-flight duties					
15. Post flight duties					
16. First Aid					
17. Aircraft Cleanliness					
18. Systems Ops / Knowledge / Limits					
18A. Exterior					
18B. Doors/Exits					
18C. Seats/Tables					
18D. Lavatories					
18E. Galley					
18F. Communications systems					
18G. Water system					
18H. Oxygen systems					
18I. Heat/Cooling systems					
18J. Lighting/Electrical systems					
19. Boldface Emer. Procedures (Critical)					
20. Other Emergency Procedures					
IV. INSTRUCTOR					
21. Instructor Abilities (Critical)					
22. Student Briefing/Critique (Critical)					

Figure A5.1. Continued. C-22B Flight Attendant (FA) Worksheet (Back).

Type Eval	Areas to Evaluate				DATE COMPLETED
QUAL	I and II	NAME (Last, First, MI)			GRADE SSAN
INIT INSTR	I and III	ORGANIZATION/LOCATION			ACFT/CREW ELIGIBILITY PERIOD
		QUALIFICATION			
		GOUND PHASE		FLIGHT PHASE	
		EXAM/CHECK	DATE	GRADE	MISSION/CHECK DATE
		Open Book			QUAL
		Closed Book			INIT INSTR
		Boldface/Caps			
		EPE		<input type="checkbox"/>	(other)
		Instructor		<input type="checkbox"/>	
		QUALIFICATION LEVEL		ADDITIONAL TRAINING	
		<small>QUALIFIED</small>	<small>UNQUALIFIED</small>	RESTRICTIONS (EXPLAIN IN COMMENTS):	DUE DATE
		EXPIRATION DATE			DATE ADDITIONAL TRAINING COMPLETED
				YES	
				NO	
		COMMENTS: (RATE A SUCCESSFUL EVALUATION: OUTSTANDING, EXCELLENT OR SATISFACTORY) (CIRCLE)			
		EXAMINER'S REMARKS:			
		A. Mission Description. (Location, significant factors, Supervisor attendance, verbally evaluated areas)			
		CERTIFICATION			
		PRINT NAME AND GRADE			ORGANIZATION
		FLIGHT EXAMINER			
		REVIEWING OFFICER			
		FINAL APPROVING OFFICER			