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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2HH-60,  
VOLUME 2**

**26 MARCH 2002**

***Flying Operations***

**HH-60--AIRCREW EVALUATION CRITERIA**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This volume implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. It applies to all HH-60 units. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTV, for approval prior to publication IAW AFD 11-2, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOTV, and user MAJCOM/DRU/FOA offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.2 of this volume for guidance on submitting comments and suggesting improvements to this publication.

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The Paperwork Reduction Act of 1974 as amended in 1996 and the Air Force Forms Management Program IAW AFI 37-160V8, *The Air Force Publications and Forms Management Program—Developing and Processing Forms*, affects this volume.

## SUMMARY OF REVISIONS

Items preceded with a ( | ) have been changed from the previous edition. All guidance on certifications has been removed for inclusion in AFI 11-2HH-60V1. Evaluation criteria for aircraft commanders and copilots have been combined in numerous areas. Normal altitude tolerances were changed to align with other MDS Volumes 2 (Q: +/- 200, Q-: +/- 300). 1.1 Deleted redundant verbiage. **1.2.** Clarified waiver authority. **1.3.2.** Added emphasis on VTR. **1.3.3.** Clarifies SEFE can evaluate from the cabin. **1.3.4.** Added verbiage to align with other MDS Volumes 2. **1.3.5.** Added allowance to use MAJCOM generated form. **1.3.6.** Deleted redundant verbiage. **1.3.7.** Defined “critical areas”. **1.3.8.** Clarified. **1.3.9.** Added. Align with other MDS Volumes 2. **1.3.10.** Added. Allows simulator to be use on evals. **1.4.** Added reference. **1.4.2.** Added guidance on determining overall grade. **1.4.4.** Relocated. 1.4.4.1 and **1.4.4.2.** Added verbiage to align with other MDS Volumes 2. **1.5.** Relocated and added guidance on RAP training level. **1.5.5.2.** Deleted reference to mission areas. **1.5.6.** Added guidance for mission EPEs. **1.5.6.2.** Added. **1.5.7.** Added guidance for INSTM/QUAL evals. **1.5.7.1.** Deleted reference to standby/emergency instruments. **1.5.7.3.** Added guidance for unusual attitudes. **1.6.** Added guidance on required publications. **1.7.** Added guidance on record disposition. **2.1.** Clarified guidance. **2.1.1.** Clarified that AG accomplish a MSN eval. **2.1.2.** relocated. **2.1.4.** Clarifies mission eval. **2.1.5.** Added. As a minimum, every other MSN eval will be at night. **2.2.** Deleted minimum number of test questions on the flight surgeon exam. **2.3.2.** Added Air Refueling as an initial mission eval requirement. **2.3.3.** Clarified verbiage. **2.5.2.** Deleted IRC as a requisite. **2.6.** Clarifies pilot MSN evals. **2.6.1.** Added EPE. **2.7.** Combined FE and AG evaluation sections. **2.7.1.** Clarified guidance. **2.7.2.1.** Clarifies that subsequent weapons systems will be certified versus qualified. **2.7.3.** Clarified live AIE requirement on initial evals. **2.7.4.** and **2.7.4.1.** Adds MSN EPE. **2.8.** Moved guidance from **2.8.5.** **2.8.2.** Clarifies that initial instructor candidates will accomplish INSTM/QUAL and a MSN eval. **2.8.4.** Clarified verbiage. **2.8.5.** Defined “student”. **Table 2.1., Table 2.2.,** and **Table 2.3.** Deleted “initial” column. Removed “optional” events. Added required items. **3.3.2.** Added reference to paragraph **1.6.** **3.4.5.1.** Added 30 knot GS limit. Deleted 58 SOW exception. **3.4.10.1.1.** Changed altitude tolerance to +/- 100 feet. **3.4.10.3.1.** Changed altitude tolerance to +/- 150 feet. **3.5.5.** Deleted redundant guidance. **3.5.6.1.1.** Deleted altitude tolerances for ILS. **3.6.5.2.2.** Clarified guidance. **3.6.6.** Clarified tolerances and combined pilot and copilot criteria. **3.6.10.** and **3.6.11.** Criteria added. **3.9.** Added. Definitions. Clarified definition of “certified.”

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## Chapter 1

### GENERAL INFORMATION

1.1. General. Conduct all evaluations IAW AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and this volume.

1.2. Recommended Changes/Waivers: Recommendations for improvements to this volume will be submitted on AF Form 847, **Recommendation for Change of Publication**, through channels, to the parent MAJCOM. MAJCOM approved recommendations will be forwarded to HQ ACC/DOTV. HQ USAF/XO approves all Interim Changes to this instruction. Waiver authority for this publication is MAJCOM DO (ANG: ANG/DO). Forward waiver request through appropriate channels to the applicable MAJCOM DO for approval. ANG units forward waiver requests to HQ ACC/DOT for staffing.

#### 1.3. Procedures:

1.3.1. Stan/Eval Flight Examiners (SEFEs) will use the evaluation criteria contained in **Chapter 3** for conducting all flight and emergency procedures evaluations (EPEs). To ensure standard and objective evaluations, SEFEs will be thoroughly familiar with the prescribed evaluation criteria.

1.3.2. The video tape recorder should be used, when available, to reconstruct/evaluate the mission.

1.3.3. Unless specified, the examinee or SEFE may fly in any seat (within their crew qualification), to include the cabin, that will best enable the SEFE to conduct a thorough evaluation.

1.3.4. Prior to the aircrew briefings, the SEFE will brief the examinee on specific evaluation areas, purpose and conduct of the evaluation, and, if applicable, will inform the Aircraft Commander of special requirements. The examinee will accomplish appropriate flight planning/mission preparation. SEFEs will be furnished copies of mission materials to include necessary maps (only one map per aircraft is required), flight logs, etc.

1.3.5. AF Form 4038, **HH-60 Evaluation Worksheet**, or MAJCOM generated form (such as the ACC Form 8A), will be used as an in-flight/EPE evaluation checklist. Units may reproduce this form on colored card stock.

**1.3.6. Table 2.1.**, **Table 2.2.**, and **Table 2.3.** list flight evaluation grading areas. Except during initial evaluations, when it is impossible or impractical to evaluate a required area in flight the SEFE may elect to evaluate the area(s) by an alternate method (simulator, procedural trainer, or verbal examination). For initial evaluations, all required items must be performed by actual demonstration. Document why required area(s) were not evaluated in flight, and the alternate method of evaluation used, in the additional comments paragraph of the examiner's remarks section of the AF Form 8, **Certificate of Aircrew Qualification**. If, in the SEFE's judgment, a required item cannot be adequately evaluated by an alternate method, complete the evaluation on an additional flight.

1.3.7. Critical grading areas have been established for all flight evaluations IAW AFI 11-202V2. Critical areas are defined as those **core** areas, which if not performed to the "Qualified" level, could result in loss of life or damage to equipment.

1.3.8. The SEFE will thoroughly debrief all aspects of the evaluation. This debrief will include the overall rating, specific deviations, area grades assigned (if other than qualified), and required additional training (if applicable).

1.3.9. If an actual emergency occurs, only the initial reaction will be evaluated. Evaluator discretion will be used to determine when to terminate an evaluation.

1.3.10. Instrument portions of the instrument/qualification evaluations may be administered in an HH-60G configured flight simulator. When deemed appropriate by the squadron commander the simulator may also be used for the flight phase of instrument/qualification reevaluation (i.e. following a failed evaluation.) Gaining MAJCOM Stan/Eval concurrence is required for qualification events.

1.4. Grading Instructions: Standards and performance parameters are contained in AFI 11-202V2 and this volume.

1.4.1. Areas not applicable to the unit or mission need not be performed; however, all areas performed will be graded.

1.4.2. Base tolerances for inflight 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 SEFE will consider cumulative deviations when determining the overall grade.

1.4.3. When grading criteria specifies that airspeed be evaluated and the flight manual lists only a minimum/maximum/recommended airspeed for that area, the examinee will brief the desired airspeed.

1.4.4. The SEFE will compare examinee performance for each area accomplished during the evaluation with the standards provided in this volume and assign an appropriate grade for the area. Derive the overall flight evaluation grade from the area grades based on observed events and tasks IAW this publication.

1.4.4.1. SEFEs will use the grading criteria in this volume to determine individual area grades. SEFE judgment must be exercised when the wording of areas is subjective and when specific situations are not covered.

1.4.4.2. If the examinee receives an unqualified area grade in any of the critical areas identified by this volume, an overall unqualified grade will be assigned. Unsatisfactory performance in any critical area or critical subarea will result in qualification level of "Q-3."

1.4.4.3. SEFE judgment will be the determining factor in assigning the overall grade.

1.5. Emergency Procedures Evaluations (EPEs): If available and configured appropriately, a flight simulator, weapon system trainer, or aircrew training device will be used to conduct the requisite EPE. If none of these aids are available, administer the EPE verbally. This evaluation will include areas commensurate with the examinee's Ready Aircrew Program (RAP) training level.

1.5.1. The purpose of the EPE is to discuss systems knowledge and evaluate emergency procedures out of the inflight environment, allowing for a more in-depth investigation of systems knowledge and scenario driven circumstances.

1.5.2. EPEs may not be conducted in flight.

1.5.3. EPEs should be scenario driven with an emphasis on emergency procedures and systems knowledge. SEFEs may use one continuous scenario throughout the EPE or different scenarios for each emergency procedure.

1.5.4. Examinees may use publications that are normally available in flight. The examinee must recall all BOLD FACE items from memory.

1.5.5. Include the following items on all EPEs:

1.5.5.1. Aircraft General Knowledge including operation of systems, limitations, and capabilities.

1.5.5.2. Emergency Procedures. Discuss a minimum of two emergencies per phase of the mission (ground operations, takeoff, cruise, and terminal operations). All BOLD FACE emergencies must be discussed. **NOTE:** NA for Aerial Gunners.

1.5.5.3. Crew coordination.

1.5.6. Mission evaluation scenarios should be tailored to unit tasking. The following additional items will be included on the EPE given as a requisite to the mission evaluation.

1.5.6.1. Mission equipment malfunctions and emergencies (hoist, weapons, etc.).

1.5.6.2. Evasion action/Threat reaction.

1.5.7. The following additional items will be included on pilot and copilot (CP) EPEs given as a requisite for the INSTM/QUAL evaluation.

1.5.7.1. AFMAN 11-217V1, *Instrument Flight Procedures*.

1.5.7.2. Procedures and publications required to proceed to alternate/divert airfields.

1.5.7.3. Unusual attitude recoveries. This also fulfills the Area 27 (Unusual Attitudes) requirement if accomplished in a simulator.

1.5.8. The SEFE will assign an overall grade (1, 2, or 3) in the Qualification Ground Phase Block of the AF Form 8. Use the appropriate standards in **Chapter 3** of this volume as the criteria for EPE items.

1.6. Publications Check:

Units may specify additional publications to be evaluated in the unit supplement to AFI 11-202V2. Publications that will be checked during the evaluation are:

1.6.1. T.O. 1H-60(H)G-1CL-1

1.6.2. AFI 11-2HH-60V3 Attachment 2

1.6.3. T.O. 1H-60(H)G-1CL-2 (Flight Engineers and Aerial Gunners only)

1.6.4. T.O. 1-1C-1-20CL-2 (Flight Engineers)

1.6.5. Local in-flight guide (Pilots only)

1.7. Records Disposition. Records will be disposed of IAW AFMAN 37-139, *Records Disposition Schedule*, Table 13-10.

## Chapter 2

### EVALUATION REQUIREMENTS

**2.1. General.** All evaluations will follow the guidelines set in AFI 11-202V2 and this volume. Evaluation requirements are depicted in [Table 2.1.](#), [Table 2.2.](#), [Table 2.3.](#)

2.1.1. Only the evaluations listed in AFI 11-202V2 are required. The Aerial Gunner mission evaluation satisfies the AFI 11-202V2 requirement for aircrew to accomplish a qualification evaluation.

2.1.2. For Combat Mission Ready aircrew to complete an evaluation, all areas annotated with an “R” must be accomplished. Basic Mission Capable aircrew will only be evaluated on those missions routinely performed and in those areas which they are qualified to perform unsupervised. Only those areas the examinee has trained for will be evaluated.

2.1.3. Evaluation profiles will be based on Designed Operational Capability (DOC) taskings, training sorties, and operational missions normally flown by the unit. These profiles will be designed to evaluate appropriate qualifications as designated in the unit letter of certification.

2.1.4. Aircrew must be trained and initially evaluated on Night Vision Goggles (NVGs) to be night mission qualified. All night mission maneuvers will be accomplished using NVGs.

2.1.5. Night qualified aircrew who accomplished a recurring mission evaluation during the day must accomplish the subsequent mission evaluation at night.

**2.2. Requisite Aircrew Examinations.** Units must ensure each crew position has the appropriate number of required examinations (i.e., qual open & closed, instrument open, and flight surgeon) IAW AFI 11-202V2. Units may generate a unique test for each crew member using appropriate computer software programs.

2.2.1. The minimum number of test questions are:

2.2.1.1. Qual Open--50 questions.

2.2.1.2. Qual Closed--25 questions.

2.2.1.3. Instrument Open--50 questions.

**2.3. Initial or Requalification Mission Evaluations.** All aircrew will complete a mission evaluation prior to being designated as Basic Mission Capable (BMC) or Combat Mission Ready (CMR).

2.3.1. If enrolled at a formal school in a course leading to night mission qualification, or if entered into an in-unit initial qualification course using formal school courseware, intermediate evaluations, (e.g., day mission), are not required.

2.3.2. Air refueling must be evaluated on the initial mission evaluation.

2.3.3. Aircrew may be evaluated in air refueling and gunnery operations in conjunction with the last training flight. The unit commander or operations officer must pre-approve this method. The student must be briefed IAW paragraph [1.3.4.](#) The SEFE will make it clear to the student when the training period ends and the evaluation begins. These evaluations will be documented on the same AF Form 8 as the initial mission evaluation. Follow procedures in AFI 11-202V2 for flight evaluations requiring more than one flight.

**2.4. Formal Course Evaluations.** Conduct evaluations IAW syllabus mission profile guidelines, or on a mission profile developed from syllabus training objectives. Formal course guidelines may be modified, based on local operating considerations or SEFE judgment. Grade training objectives and related areas using the performance criteria in this volume. For all pilot/copilot initial evaluations, a qualified instructor/SEFE will be in a seat with a set of controls.

**2.5. Pilot/Copilot Instrument/Qualification Evaluations.** Instrument evaluations are conducted concurrently with qualification evaluations. Instrument evaluation profiles are flown IAW instrument flight rules. Qualification profiles require demonstrated proficiency in contact maneuvers and in-flight emergency procedures. One precision and one non-precision instrument approach are required.

2.5.1. If practical, instrument/qualification evaluations should include approaches to airfields other than home station.

2.5.2. The minimum instrument/qualification ground phase requisites are:

2.5.2.1. Written instrument examination.

2.5.2.2. Open and Closed book qualification examinations.

2.5.2.3. EPE.

2.5.2.4. BOLD FACE exam.

**2.6. Pilot/Copilot Mission Evaluations.** Scenarios that represent unit DOC tasking satisfy the requirements of this evaluation. The profiles will be designed to evaluate the training/flight position/special qualifications as well as basic airmanship of the examinee. Mission evaluations will normally be flown using unit formations and tactics. Examinees will be evaluated in the position of their highest qualification. If briefed, at the SEFEs discretion, portions may be flown in another position, but the emphasis is to have examinees evaluated at their highest qualification level. Based on the examinee's experience level, a wingman may be required to brief (to include tactics) and/or lead certain phases of the mission, but will not be evaluated using flight lead grading criteria. Evaluations during exercises or non-contingency deployments are encouraged. Crewmembers designated as BMC will be evaluated on mission events they routinely perform.

2.6.1. The minimum requisites are a BOLD FACE exam and an EPE.

**2.7. Flight Engineer/Aerial Gunner Mission/Qualification Evaluations:**

2.7.1. Mission evaluations may be conducted concurrently with qualification evaluations. If the evaluations are conducted independently, all applicable ground requisites must be accomplished for each evaluation and annotated in the ground phase section of the AF Form 8. Aerial Gunners only accomplish a mission evaluation and may be evaluated by either an aerial gunner or flight engineer evaluator.

2.7.2. The gunnery portion of evaluations may only be conducted by evaluators qualified and current on the gun system being evaluated.

2.7.2.1. Once a flight engineer/aerial gunner has been trained and evaluated on one gun system (M-240 or GAU 2) during an initial evaluation, subsequent certification on the other system does not require an evaluation. Training on additional gun systems will be conducted using formal school courseware and unit developed training programs. An instructor qualified in the appropriate

ate gun system will certify the individuals capability to operate the new gun system. Certification will be documented in the unit letter of certification or AF Form 1381.

2.7.2.2. During periodic evaluations, flight engineers/aerial gunners qualified in more than one gun system may be evaluated on any system they are qualified on. If possible, do not evaluate the same gun system on two consecutive evaluation cycles. The system not evaluated by actual demonstration will be evaluated verbally.

2.7.2.3. Periodic evaluations on the M240 may be conducted using blank ammo. Target acquisition/engagement is not required when using blank ammunition.

2.7.3. Flight engineers must accomplish at least one insertion (fast rope, hoist, rappel, low and slow, air land) and one extraction (hoist, rope ladder, and air land) using actual equipment to complete the mission evaluation. Initial evaluations require the performance of each type of Alternate Insertion Extraction (AIE) using actual equipment. Live AIEs on each device are not required if they were performed on each device during training. If live AIEs cannot be performed, ensure the Form 8 indicates restrictions for the device not accomplished.

2.7.4. Minimum ground phase requisites are:

2.7.4.1. Open and closed book qualification examinations. (Not required for Flight Engineer MSN evaluation)

2.7.4.2. EPE.

2.7.4.3. Bold Face Exam. (N/A aerial gunner)

2.8. Instructor Aircrew Evaluations. Evaluate ability to instruct during all periodic evaluations IAW AFI 11-202V2 when unit letter of certification indicates the examinee is an instructor. The SEFE will particularly note the instructor's ability to recognize student difficulties and provide effective, timely corrective action. Thoroughly evaluate the examinee's instructor knowledge and ability as outlined in **Chapter 3** of this instruction. Document accomplishment of instructor evaluations in the Mission Description paragraph of the Examiner's Remarks section of the AF Form 8.

2.8.1. A student briefing covering the mission profile and an applicable ground training lesson is required on initial instructor evaluations.

2.8.2. Initial instructor evaluations consist of all required areas listed in the initial instructor column of the appropriate evaluation event requirements table **Table 2.1.**, **Table 2.2.**, or **Table 2.3.**). Instructor candidates will accomplish an INSTM/QUAL evaluation and a MSN evaluation as appropriate for crew position. Events certified after the initial instructor evaluation do not require additional instructor evaluations.

2.8.3. Periodic instructor evaluations will be administered in conjunction with required qualification/mission flight evaluations and will use the appropriate general, qualification, mission, and instructor criteria.

**2.8.4. Instructor Pilot Evaluations.** Initial evaluations will be administered with a qualified aircraft commander or IP in the pilot position and the examinee in the copilot position. The SEFE will administer the eval from the cabin (N/A for 58 SOW). (**EXCEPTION:** If there are no other qualified ACs or IPs available, the SEFE may sit in the pilot seat.) During periodic evaluations, the examinee may

occupy any pilot position. The other pilot position may be occupied by a student, pilot, co-pilot, IP, or SEFE.

**2.8.5. Instructor Flight Engineer/Aerial Gunner Flight Evaluations.** Instructor flight evaluations will be conducted with a "student" (an FE/AG currently in training, a qualified FE/AG, or the evaluator) occupying the applicable aircrew position whenever possible. The "student" will perform those duties prescribed by the instructor for the mission being accomplished. The instructor examinee will monitor all phases of flight from an advantageous position and be prepared to demonstrate or explain any area or procedure.

**2.8.6. Instructor Grading Criteria.** All instructors will be graded using the criteria in [Chapter 3](#) of this instruction.

**2.9. Evaluation Requirements Tables.** The following tables depict grading areas for specific crew position evaluations.

**Table 2.1. Pilot/Copilot Evaluation Event Requirements.**

	I/Q	Mission	Initial Instructor
GENERAL			
1. KNOWLEDGE OF DIRECTIVES/FORMS	R	R	R
1A. PUBLICATIONS CHECK	R		R
2. MISSION PLANNING/WEIGHT AND BALANCE/TOLD	R	R	R
3. ENERGY MANAGEMENT	R	R	R
4. BRIEFINGS	R	R	R
5. SYSTEMS KNOWLEDGE	R	R	R
5A. USE OF CHECKLIST	R	R	R
7. PREFLIGHT/AIRCRAFT RUN-UP	R	R	R
8. ATC PROCEDURES	R	R	R
9. CREW DISCIPLINE ( <b>CRITICAL</b> )	R	R	R
9A. CREW COORDINATION	R	R	R
9B. CREW RESOURCE MANAGEMENT (CRM)	R	R	R
10. SITUATIONAL AWARENESS ( <b>CRITICAL</b> )	R	R	R
11. SAFETY, JUDGMENT, AIRMANSHIP ( <b>CRITICAL</b> )	R	R	R
12. AFTER LANDING/ENGINE SHUTDOWN/POST-FLIGHT	R	R	R
15. DEBRIEFING	R	R	R
QUALIFICATION			
16. HOVERING MANEUVERS	R		R
17. TAKEOFF	R		R

	I/Q	Mission	Initial Instructor
18. BOLD FACE EMERGENCIES ( <b>CRITICAL</b> )	R		R
19. NON-CRITICAL EMERGENCIES			
20. AUTOROTATIONS	R		R
21. SIMULATED SINGLE ENGINE APPROACH/ LANDING	R		R
22. AFCS/BOOST/HYDRAULICS OFF	R		R
23. STABILATOR MALFUNCTIONS	R		R
24. ECU (DEC) MALFUNCTION	R		R
25. TRAFFIC PATTERNS	R		R
26. APPROACHES/LANDING	R		R
<b>INSTRUMENTS</b>			
27. UNUSUAL ATTITUDES (N/A in IMC)	R		R
28. INSTRUMENT DEPARTURE/CLIMB/LEVEL OFF	R		R
29. NAVIGATION/USE OF NAVAIDS	R		R
30. HOLDING PROCEDURES	(1)		
31. NON-PRECISION APPROACH	R		R
32. PRECISION APPROACH	R		R
A. ILS			
B. PAR			
33. MISSED APPROACH/CLIMB OUT	R		
<b>MISSION</b>			
34. MISSION PLANNING		R	R
35. MISSION EXECUTION		R	R
36. HH-60 TACTICAL EMPLOYMENT PROCEDURES		R	R
37. TERRAIN FLIGHT/NAVIGATION		R	R
38. FORMATION		R	R
39. THREAT IDENT/COUNTERMEASURE PROCEDURES		R	R
40. SEARCH PROCEDURES			
41. TERMINAL AREA OPERATIONS		R	R
42. RESCUE HOIST/AIE OPERATIONS		R	
43. NVG WATER OPERATIONS			
44. DAY WATER OPERATIONS			
45. AIR REFUELING		(1)	

	I/Q	Mission	Initial Instructor
<b>INSTRUCTOR</b>			
47. BRIEFINGS, DEBRIEFINGS, CRITIQUE	R	R	R
48. DEMONSTRATION OF PERFORMANCE	R	R	R
49. INSTRUCTOR KNOWLEDGE	R	R	R
50. TRAINING/EVALUATION FORMS PROCEDURES			R
51. INSTRUCTIONAL ABILITY	R	R	R
<b>Note 1:</b> Required on Initial Evaluations			

**Table 2.2. Flight Engineer Evaluation Event Requirements.**

	I/Q	Mission	Initial Instructor
<b>GENERAL</b>			
1. KNOWLEDGE OF DIRECTIVES/FORMS	R	R	R
1A. PUBLICATIONS CHECK	R		R
2. MISSION PLANNING/WEIGHT AND BALANCE/TOLD	R	R	R
3. ENERGY MANAGEMENT	R	R	R
4. BRIEFINGS	R	R	R
5. SYSTEMS KNOWLEDGE	R	R	R
5A. USE OF CHECKLIST	R	R	R
6. GROUND HANDLING/SUPPORT EQUIPMENT	R		
7. PREFLIGHT/AIRCRAFT RUN-UP	R		
9. CREW DISCIPLINE ( <b>CRITICAL</b> )	R	R	R
9A. CREW COORDINATION	R	R	R
9B. CREW RESOURCE MANAGEMENT	R	R	R
10. SITUATIONAL AWARENESS ( <b>CRITICAL</b> )	R	R	R
11. SAFETY, JUDGMENT, AIRMANSHIP ( <b>CRITICAL</b> )	R	R	R
12. AFTER LANDING/ENGINE SHUTDOWN/ POST-FLIGHT	R	R	
13. AIRCRAFT SERVICING	(1)		
14. INTERNAL CARGO LOADING/OFF LOADING	R	R	
15. DEBRIEFING	R	R	R
<b>QUALIFICATION</b>			
16. HOVERING MANEUVERS	R		R
17. TAKEOFF	R		R

	I/Q	Mission	Initial Instructor
18. BOLD FACE EMERGENCIES ( <b>CRITICAL</b> )	R		R
19. NON-CRITICAL EMERGENCIES			
20. AUTOROTATIONS	R		R
21. SIMULATED SINGLE ENGINE APPROACH/ LANDING	R		
22. AFCS/BOOST/HYDRAULICS OFF	R		
23. STABILATOR MALFUNCTIONS	R		
24. ECU (DEC) MALFUNCTION	R		
25. TRAFFIC PATTERNS	R		R
26. APPROACHES/LANDING	R		R
<b>MISSION</b>			
34. MISSION PLANNING		R	
35. MISSION EXECUTION		R	
37. TERRAIN FLIGHT/NAVIGATION		R	
38. FORMATION		(1)	
39. THREAT IDENT/COUNTERMEASURE PROCEDURES		R	R
40. SEARCH PROCEDURES			
41. TERMINAL AREA OPERATIONS		R	R
42. RESCUE HOIST/AIE OPERATIONS		R	R
43. NVG WATER OPERATIONS			
44. DAY WATER OPERATIONS			
45. AIR REFUELING		(1)	
46. GUNNERY		R	
<b>INSTRUCTOR</b>			
47. BRIEFINGS, DEBRIEFINGS, CRITIQUE	R	R	R
48. DEMONSTRATION OF PERFORMANCE	R	R	R
49. INSTRUCTOR KNOWLEDGE	R	R	R
50. TRAINING/EVALUATION FORMS PROCEDURES			R
51. INSTRUCTIONAL ABILITY	R	R	R
<b>Note 1:</b> Required on Initial Evaluations			

**Table 2.3. Aerial Gunner Evaluation Event Requirements.**

	<b>Mission</b>	<b>Initial Instructor</b>
<b>GENERAL/QUAL/MISSION</b>		
1. KNOWLEDGE OF DIRECTIVES/FORMS	R	R
1A. PUBLICATIONS CHECK	R	R
2. MISSION PLANNING	R	R
3. ENERGY MANAGEMENT	R	R
4. BRIEFINGS	R	R
5. SYSTEMS KNOWLEDGE	R	R
5A. USE OF CHECKLIST	R	R
6. GROUND HANDLING/SUPPORT EQUIPMENT	R	
7. PREFLIGHT/AIRCRAFT RUN-UP	R	
9. CREW DISCIPLINE ( <b>CRITICAL</b> )	R	R
9A. CREW COORDINATION	R	R
9B. CREW RESOURCE MANAGEMENT	R	R
10. SITUATIONAL AWARENESS ( <b>CRITICAL</b> )	R	R
11. SAFETY/JUDGMENT/AIRMANSHIP ( <b>CRITICAL</b> )	R	R
12. AFTER LANDING/ENGINE SHUTDOWN/POST-FLIGHT	R	
14. INTERNAL CARGO LOADING/OFF LOADING	R	
15. DEBRIEFING	R	R
34. MISSION PLANNING	R	
35. MISSION EXECUTION	R	
37. TERRAIN FLIGHT/NAVIGATION	R	
38. FORMATION	(1)	
39. THREAT IDENT/COUNTERMEASURE PROCEDURES	R	R
40. SEARCH PROCEDURES		
41. TERMINAL AREA OPERATIONS	R	R
42. AIE OPERATIONS	R	R
43. NVG WATER OPERATIONS		
44. DAY WATER OPERATIONS		
45. AIR REFUELING		
46. GUNNERY	R	R
<b>INSTRUCTOR</b>		
47. BRIEFINGS/DEBRIEFINGS/CRITIQUE	R	R
48. DEMONSTRATION OF PERFORMANCE	R	R

	<b>Mission</b>	<b>Initial Instructor</b>
49. INSTRUCTOR KNOWLEDGE	R	R
50. TRAINING/EVALUATION FORMS PROCEDURES		R
51. INSTRUCTIONAL ABILITY	R	R
NOTE 1: Required on Initial Evaluation		

## Chapter 3

### FLIGHT EVALUATION CRITERIA

**3.1. General.** This chapter contains evaluation criteria for conducting all HH-60 flight evaluations. These evaluations will be conducted with the examinee in their assigned crew position.

#### **3.2. Evaluation Objectives:**

**3.2.1. Initial Qualification/Requalification Evaluation.** The examinee must satisfactorily demonstrate the ability to operate the aircraft and systems safely and effectively IAW the appropriate flight manual and other operating procedures. Pilots must also demonstrate the ability to operate the aircraft under instrument flight conditions IAW applicable procedures.

**3.2.2. Mission Evaluations.** The examinee must satisfactorily demonstrate the ability to perform the mission and operate the aircraft and systems safely and effectively. Tactical portions of mission evaluations require a reasonable level of simulated threats and intelligence inputs.

**3.3. General Phase.** The following evaluation criteria serves as a grading guide for evaluators. If a crew position is listed, then that criteria is applicable only to that crew position. The absence of a crew position indicates that criteria is applicable to all crew positions.

#### **3.3.1. Area 1--Knowledge of Directives/Forms:**

**3.3.1.1. Q.** Knowledgeable of all applicable directives, both HHQ and local. Familiar with proper forms completion.

**3.3.1.2. Q-.** Knowledge of capabilities, approved operating procedures, and rules is marginal in some areas but did not impact safe/effective mission accomplishment. Minor errors in forms completion.

**3.3.1.3. U.** Major errors or omissions in knowledge of operating capabilities or procedures that would preclude safe/effective mission accomplishment. Major errors in forms completion. Regulations/Directives were intentionally violated.

#### **3.3.2. Area 1A--Publications Check.** Conduct a thorough review of publications required by paragraph 1.6.

**3.3.2.1. Q.** Publications are current, contain all supplements/changes, and are properly posted.

**3.3.2.2. Q-.** Publications contain deficiencies which would not impact flight safety or mission accomplishment.

**3.3.2.3. U.** Publications are outdated and/or contain deficiencies which would impact flight safety or mission accomplishment.

#### **3.3.3. Area 2--Mission Planning/Weight and Balance/Takeoff and Landing Data (TOLD) (Take-off, In-flight, Landing):**

**3.3.3.1. Q. (P)** Developed a sound plan to accomplish the mission. Checked all factors applicable to flight (i.e., weather, NOTAMs, alternate landing sites, flight logs, weight and balance, performance data, fuel requirements, maps, airspace, etc.) IAW applicable directives. Ensured the crew was aware of special requirements/equipment necessary for the flight.

**3.3.3.2. Q. (CP)** Assisted the pilot as requested in developing a sound plan to accomplish the mission. Assisted the pilot as requested in checking all factors applicable to flight (i.e., weather, NOT-AMs, alternate landing sites, flight logs, weight and balance, performance data, fuel requirements, maps, airspace, etc.) IAW applicable directives.

**3.3.3.3. Q. (FE)** Checked all factors applicable to the flight. Ensured the crew was aware of special requirements/equipment necessary for the flight. Had a satisfactory knowledge of weight and balance. Computed the DD Form 365-4 and TOLD within the following specified tolerances and in a timely manner: Weight +/- 200 pounds, Center of Gravity +/- 0.5 inches, Power available/required +/- 2 percent, Maximum Endurance Airspeed + 0/- 2 knots, Minimum/Maximum Safe Single Engine Airspeed + 2/- 2 knots, V NE /V H +0/- 5 knots, Maximum Angle of Bank +/- 3 degrees.

**3.3.3.4. Q. (AG)** Checked all factors applicable to the flight. Ensured the crew was aware of special requirements/equipment necessary for the flight.

**3.3.3.5. Q-. (P/CP)** Same as above except for minor errors or omissions that could degrade mission effectiveness.

**3.3.3.6. Q-. (FE)** Same as above except for minor errors or omissions that could degrade mission effectiveness. Computations within the following specified tolerances: Weight +/- 300 pounds, Center of Gravity +/- 0.7 inches, Power available/required +/- 3 percent, Maximum Endurance Airspeed + 2/- 4 knots, Minimum/Maximum Safe Single Engine Airspeed + 4/- 4 knots, V NE /V H +2/- 7 knots, Maximum Angle of Bank +/- 5 degrees.

**3.3.3.7. Q-. (AG)** Same as above except for minor errors or omissions that could degrade mission effectiveness.

**3.3.3.8. U.** Major errors or omissions that would preclude safe and effective mission accomplishment. Exceeded the limits of Q-.

#### **3.3.4. Area 3--Energy Management:**

**3.3.4.1. Q. (P/CP)** Satisfactory knowledge of Energy Maneuverability (EM) charts. During aircraft maneuvering airspeeds and bank angles were consistent with EM chart data. Onset of blade stall was either avoided or quickly recognized and corrected when encountered in-flight.

**3.3.4.2. Q. (FE)** Satisfactory knowledge of EM charts. Monitored aircraft flight parameters during maneuvering. Gave clear and concise indications of climbs, descents, and approach to blade stall.

**3.3.4.3. Q. (AG)** Monitored aircraft flight parameters during maneuvering. Gave clear and concise indications of climbs, descents, and approach to blade stall.

**3.3.4.4. Q-. (P/CP)** Knowledge of energy management charts marginal in some areas and some aircraft maneuvers performed in a manner inconsistent with charts, but did not affect safe/effective accomplishment of mission. Onset of blade stall recognized but repeatedly encountered.

**3.3.4.5. Q-. (FE/AG)** Same as above except minor deviations occurred which did not affect safe/effective mission accomplishment.

**3.3.4.6. U. (P/CP)** Unfamiliar with energy management charts. Major deviations from charts during aircraft maneuvering which impacted the safe/effective accomplishment of the mission. Onset of blade stall not recognized.

**3.3.4.7. U. (FE)** Unsatisfactory knowledge of EM charts. Failed to monitor aircraft flight parameters. Did not give indications of climbs, descents, or approach to blade stall.

**3.3.4.8. U. (AG)** Failed to monitor aircraft flight parameters. Did not give indications of climbs, descents, or approach to blade stall.

### **3.3.5. Area 4--Briefings:**

**3.3.5.1. Q.** Well organized and professionally presented in a logical sequence. Effective use of training aids. Presented the required events and allowed for an effective discussion for accomplishing the mission. Concluded the briefing in time to allow for a thorough preflight of personal equipment, aircraft, and mission equipment. Considered the abilities/limitations of all crew and flight members. Passengers were thoroughly and professionally briefed IAW applicable regulations and directives.

3.3.5.1.1. If not the briefer. Actively participated and provided input when required. Fully understood the briefing and followed instructions.

**3.3.5.2. Q-.** Events were out of sequence, redundant, and difficult to understand. Did not effectively use training aids. Focused on nonessential items and omitted minor details. Did not consider all crew/flight members' abilities. Poor time management. Passenger briefing lacked sufficient information.

3.3.5.2.1. If not the briefer. Did not fully understand duties and lack of action/input created minor problems that did not affect safe mission accomplishment.

**3.3.5.3. U.** Disorganized sequence. Presentation omitted major details that caused confusion. Did not allow sufficient time for preflight of personal equipment, aircraft, and mission equipment. Ignored crew and flight members' abilities, limitations, and/or questions. Passengers were not briefed.

3.3.5.3.1. If not the briefer. Late or missed the briefing. Not prepared or did not actively participate when requested. Did not fully understand duties, and lack of action/input created problems that impacted safe mission accomplishment.

### **3.3.6. Area 5--Systems Knowledge:**

**3.3.6.1. Q.** Demonstrated a thorough knowledge of applicable aircraft systems and limitations. Ensured satisfactory operation within limits.

**3.3.6.2. Q-.** Limited knowledge of systems, procedures and operational limits.

**3.3.6.3. U.** Demonstrated an unsatisfactory knowledge of systems, procedures, or operating limits. Operated the aircraft or systems outside applicable limits.

### **3.3.7. Area 5A--Use of Checklists:**

**3.3.7.1. Q.** Effectively used the appropriate checklists with accurate and timely responses. Familiar with checklists and contents.

**3.3.7.2. Q-** Used the appropriate checklist, but was slow to respond and/or had difficulty locating proper procedures.

**3.3.7.3. U.** Failed to use the proper checklist or was not adequately familiar with their contents.

**3.3.8. Area 6--Ground Handling/Support Equipment (FE/AG):**

**3.3.8.1. Q.** Familiar with the necessary ground handling/support equipment and knowledgeable of its safe operations.

**3.3.8.2. Q-** Demonstrated a need for additional training in some ground handling and support equipment areas.

**3.3.8.3. U.** Displayed an unacceptable level of knowledge in the operation of necessary ground handling and support equipment.

**3.3.9. Area 7--Preflight/Aircraft Run-Up:**

**3.3.9.1. Q. (P)** Established and adhered to station, engine start, and taxi times. Ensured a thorough preflight, check of personal equipment, crew briefing, etc. Fully aware of aircraft readiness and proper configuration for the mission. Thorough knowledge of the information contained in the aircraft forms and correctly determined aircraft status. Performed all checks and procedures prior to takeoff IAW approved checklists and applicable directives.

**3.3.9.2. Q. (CP)** Adhered to station, engine start and taxi times. Assisted the pilot, as directed, in ensuring a thorough preflight, check of personal equipment, crew briefing, and aircraft run-up.

**3.3.9.3. Q. (FE)** Accomplished all required aircraft/equipment inspections IAW the flight manual and applicable directives in a timely manner. Correctly configured the aircraft for the assigned mission. Had a thorough knowledge of information contained in the aircraft forms and correctly determined aircraft status. Adhered to station times and used all appropriate checklists correctly.

**3.3.9.4. Q. (AG)** Accomplished all required equipment inspections IAW the flight manual and applicable directives in a timely manner. Correctly configured the aircraft for the assigned mission. Adhered to station times and used all appropriate checklists correctly.

**3.3.9.5. Q-** Same as above except for minor procedural deviations which did not degrade mission effectiveness.

**3.3.9.6. U.** Did not use the checklist or omitted major item(s). Major deviations in procedure which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight or proper configuration to perform the mission.

**3.3.10. Area 8--ATC Procedures (P/CP):**

**3.3.10.1. Q.** Promptly complied with all controlling agency instructions and reporting requirements. Obtained the proper clearance from the controlling agency. Complied with all national airspace requirements.

**3.3.10.2. Q-** Slow to comply with controlling agency instructions or unsure of the reporting requirements.

**3.3.10.3. U.** Failed to comply with controlling agency instructions or accepted a clearance for which they could not comply. Entered controlled airspace without proper clearance.

**3.3.11. Area 9--Crew Discipline (Critical):**

**3.3.11.1. Q.** Demonstrated strict, professional aircrew discipline throughout all phases of the mission. Coordinated and communicated effectively with other crew member(s).

**3.3.11.2. U.** Failed to exhibit strict aircrew discipline. Intentionally violated rules or regulations. Improperly or ineffectively coordinated or communicated with the other crew members causing delays or confusion which did, or could have, adversely affected safety or mission accomplishment.

**3.3.12. Area 9A--Crew Coordination:**

**3.3.12.1. Q.** Coordinated and communicated effectively with other crew members.

**3.3.12.2. Q-.** Minor errors in crew coordination occurred which did not affect safe/effective mission accomplishment.

**3.3.12.3. U.** Improperly or ineffectively coordinated or communicated with other crew members causing delays or confusion which did, or could have, adversely affected safety or mission accomplishment.

**3.3.13. Area 9B--Crew Resource Management:**

**3.3.13.1. Q.** Managed resources and duties effectively to minimize task saturation, channelized attention, and distractions among crew members.

**3.3.13.2. Q-.** Minor errors in managing resources and duties which did not affect safe/effective mission accomplishment.

**3.3.13.3. U.** Improperly or ineffectively managed resources and/or duties which caused task saturation, channelized attention, and distractions among crew members which could impact safety or mission accomplishment.

**3.3.14. Area 10--Situational Awareness (Critical):**

**3.3.14.1. Q.** Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension even as the environment or situation changed. Ensured all aspects of the mission were accomplished with regard to the safety of crew, passengers, ground personnel, and aircraft.

**3.3.14.2. U.** Decisions, or lack thereof, resulted in the failure to accomplish the assigned mission. Demonstrated poor judgment to the extent safety could have been compromised. Lacked understanding/comprehension of events occurring in and around the aircraft/flight.

**3.3.15. Area 11--Safety/Judgment/Airmanship (Critical):**

**3.3.15.1. Q.** Aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment. Sound judgment enhanced mission accomplishment and was evident in the decision-making process.

**3.3.15.2. U.** Was not aware of, or did not comply with, all safety factors required for the safe operation of the aircraft or mission accomplishment. A clear lack of judgment hampered or precluded mission accomplishment. Did not adequately clear the aircraft. Allowed a dangerous situation to develop without taking proper corrective action.

**3.3.16. Area 12--After Landing/Engine Shutdown/Post-Flight (P/CP/FE):**

**3.3.16.1. Q. (P/FE)** Accomplished the appropriate After Landing, Taxi, and Shutdown checklists in accordance with the flight manual and applicable directives. Performed proper aircraft and equipment postflight and/or reconfiguration. Correctly determined the condition and status of the aircraft after shutdown. Completed all applicable aircraft forms correctly and briefed maintenance personnel as required.

**3.3.16.2. Q. (CP/AG)** Assisted in accomplishment of appropriate After Landing, Taxi, and Shut-down checklists/procedures in accordance with the flight manual and applicable directives. Performed proper aircraft and equipment postflight and/or reconfiguration.

**3.3.16.3. Q-** Same as above except for minor deviations or omissions.

**3.3.16.4. U.** Major deviations or omissions during the After Landing Check, Aircraft Taxi, Engine Shutdown or Post Flight procedures which could have jeopardized safety. Failed to perform the aircraft and equipment postflight and/or reconfiguration. Failed to complete the aircraft forms or brief maintenance personnel as required.

**3.3.17. Area 13--Aircraft Servicing (FE):**

**3.3.17.1. Q.** Satisfactory knowledge/performance of aircraft servicing. Thoroughly familiar with the proper types of fuels/lubricants and aircraft refueling checklists. Correctly completed the required forms. Adhered to all safety precautions.

**3.3.17.2. Q-** Same as above except for minor deviations which would not affect safe/effective mission accomplishment.

**3.3.17.3. U.** Unsatisfactory knowledge/performance of aircraft servicing. Unfamiliar with the proper fuels/lubricants. Major deviations in completing the required forms. Failed to take all safety precautions.

**3.3.18. Area 14--Internal Cargo Loading/Off Loading (FE/AG):**

**3.3.18.1. Q.** Satisfactorily loaded/off-loaded the aircraft IAW the flight manual and other applicable directives. Satisfactory knowledge of restraint equipment/requirements, weight limitations, and safety precautions.

**3.3.18.2. Q-** Same as above except for minor deviations which did not affect safe/effective mission accomplishment.

**3.3.18.3. U.** Major deviations which would affect safe/effective mission accomplishment. Unsatisfactory knowledge of restraint equipment/requirements, weight limitations, and safety precautions.

**3.3.19. Area 15--Debriefing:**

**3.3.19.1. Q.** Thoroughly debriefed the mission or actively participated in the debriefing. Discussed mission accomplishment and debriefed deviations. Offered correct guidance as appropriate.

**3.3.19.2. Q-** Incomplete debriefing. Did not actively participate in the debriefing or thoroughly discuss the mission, deviations, or corrective guidance.

**3.3.19.3. U.** Did not debrief mission deviations or offer corrective guidance.

**3.4. Qualification Phase:**

**3.4.1. Area 16--Hovering Maneuvers (Precision Hover, 360 degree Turns, Sideward and Backward Flight):**

**3.4.1.1. Q. (P/CP)** Performed hovering maneuvers IAW procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive. Maintained altitude/position/ground track, as applicable. Cleared the area.

**3.4.1.2. Q. (FE)** Provided pilot flying with drift/altitude deviation calls. Provided proper drift correction instructions. Used standard/correct terminology. Cleared the aircraft as briefed/required.

**3.4.1.3. Q-. (P/CP)** Same as Q except for minor deviations in altitude/position/ground track which did not compromise safety. Cleared the area.

**3.4.1.4. Q-. (FE)** Same as Q except for minor deviations.

**3.4.1.5. U. (P/CP)** Performance not IAW procedures outlined in the flight manual and other published directives. Aircraft control/position/ground track/altitude was erratic. Performance was unsafe. Failed to clear the area.

**3.4.1.6. U. (FE)** Did not provide drift/altitude deviation calls. Failed to provide correct drift correction instructions. Did not use standard terminology resulting in confusion. Failed to clear the aircraft as briefed/required.

**3.4.2. Area 17--Takeoff (Normal, Marginal Power, Maximum Performance Takeoff):**

**3.4.2.1. Q. (P/CP)** Smooth, positive aircraft control throughout the takeoff. Maintained the proper power setting (+/- 5% Q) and airspeed (+/- 10 KIAS). Performed the takeoff IAW flight manual and other published directives. Performed the departure as published/directed and complied with all restrictions. Visually cleared the area.

**3.4.2.2. Q. (FE)** Accomplished all required checklists. Monitored aircraft systems/instruments and fuel status as required. Cleared the aircraft as required/briefed.

**3.4.2.3. Q-. (P/CP)** Minor flight manual procedural deviations. Some under- or over-control on lift-off. Maintained the proper power setting (+/- 10% Q) and airspeed (+/- 15 KIAS). Performed the departure as published/directed and complied with all restrictions/published directives. Visually cleared the area.

**3.4.2.4. Q-. (FE)** Same as above except for minor deviations which did not degrade safe/effective mission accomplishment.

**3.4.2.5. U. (P/CP)** Lift-off was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper aircraft attitude. Over-controlled the aircraft resulting in excessive deviations from intended flight path. Failed to comply with the published/directed departure instructions or exceeded the limits of Q-. Level off was erratic, and exceeded above limits. Failed to establish the proper cruise airspeed. Failed to adequately clear the area.

**3.4.2.6. U. (FE)** Major deviations which affected safe/effective mission accomplishment. Failed to monitor aircraft systems/instruments and fuel status. Failed to complete checklists. Did not clear the aircraft.

**3.4.3. Area 18--Bold Face Emergencies (Critical):** (May be evaluated in flight or in a static aircraft.)

**3.4.3.1. Q.** Correct, immediate response. Satisfactory performance of the corrective action. The crewmember pointed without hesitation to, and knew the function of, all switches and controls required for all critical action emergency procedures for their crew position.

**3.4.3.2. U.** Incorrect sequence, unsatisfactory/untimely response, or unsatisfactory performance of the corrective action. The crewmember could not, without hesitation, identify or explain the function of all switches and controls required for all critical action emergency procedures for their crew position.

**3.4.4. Area 19--Non-Critical Emergencies.** (May be evaluated in flight or on the ground.)

**3.4.4.1. Q.** Demonstrated a thorough knowledge of non-critical emergency procedures ensuring satisfactory operation within prescribed limits. Explained/performed the proper corrective actions. Effectively used the checklist or flight manual as required.

**3.4.4.2. Q-.** Knowledge of systems, procedures, and operating limits indicates a need for study in some areas. Occasionally slow to analyze the problem or apply the proper corrective action. Used the checklist or flight manual when appropriate, but somewhat slow in locating the required data.

**3.4.4.3. U.** Demonstrated an unsatisfactory knowledge of systems, procedures or operating limits. Unable to analyze problems or take the appropriate corrective action. Did not use the check-list/flight manual, or lacked an acceptable familiarity with its contents or arrangement.

**3.4.5. Area 20--Autorotations (Straight Ahead/Turning):**

**3.4.5.1. Q. (P/CP)** Airspeeds, altitudes and procedures were IAW the flight manual and other published directives. Controlled the rotor RPM throughout maneuver. Would have landed safely and within the desired area. Able to terminate no lower than 15 feet with no more than 30 knots ground speed.

**3.4.5.2. Q. (FE)** Monitored aircraft systems/instruments as briefed. Gave clear/concise indications of rotor, engine, aircraft parameters, and limits.

**3.4.5.3. Q-.** Same as Q except for deviations which would not have compromised safety.

**3.4.5.4. U. (P/CP)** Major deviations from the procedures outlined in the flight manual and other published directives. Failed to control rotor RPM. Would not have landed safely or within the desired area. Failed to maintain proper aircraft control.

**3.4.5.5. U. (FE)** Failed to monitor aircraft systems/instruments as briefed. Did not give indications of rotor, engine, aircraft parameters, and limits.

**3.4.6. Area 21--Simulated Single Engine Approach/Landing:**

**3.4.6.1. Q. (P/CP)** Called for and completed the appropriate checklist in a timely manner. Performed before landing checks and accomplished the approach and landing IAW procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive. Touchdown was within the desired area. Aware of minimum safe single engine airspeed and the existing power available/required.

**3.4.6.2. Q. (FE)** Completed checklists and computed single engine performance as required/briefed. Monitored systems/instruments and cleared the aircraft as briefed/required.

**3.4.6.3. Q-.** Same as Q except for deviations which did not compromise safety.

**3.4.6.4. U. (P/CP)** Called for incorrect checklist or did not complete the checklist in a timely manner. Performance was not IAW procedures outlined in the flight manual or other directives. Aircraft control was erratic/unsafe. Failed to touchdown within the desired area. Unaware of minimum safe single engine airspeed and/or existing power available/required.

**3.4.6.5. U. (FE)** Failed to complete the checklist or did not compute single engine performance as required/briefed. Did not monitor aircraft systems/instruments or assist the pilot as briefed/required.

**3.4.7. Area 22--AFCS/Boost/Hydraulics Off:**

**3.4.7.1. Q. (P/CP)** Called for and completed the proper checklist in a timely manner. Pattern, approach and landing accomplished IAW the procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive.

**3.4.7.2. Q. (FE)** Completed the checklists correctly and assisted the pilot as briefed/required. Correctly briefed the crew on restrictions/limitations.

**3.4.7.3. Q-.** Same as Q except for deviations which did not compromise safety.

**3.4.7.4. U. (P/CP)** Called for an incorrect checklist or did not complete the checklist in a timely manner. Major deviations to the procedures outlined in the flight manual and other published directives. Aircraft control was erratic/unsafe.

**3.4.7.5. U. (FE)** Failed to complete the checklists correctly or did not assist the pilot as briefed/required. Did not brief the crew on restrictions/limitations.

**3.4.8. Area 23--Stabilator Malfunctions:**

**3.4.8.1. Q. (P/CP)** Called for and completed the proper checklist in a timely manner. Pattern, approach and landing accomplished IAW the procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive.

**3.4.8.2. Q. (FE)** Completed the checklists correctly and assisted the pilot as briefed/required. Correctly briefed the crew on restrictions/limitations.

**3.4.8.3. Q-.** Same as Q except for deviations which did not compromise safety.

**3.4.8.4. U. (P/CP)** Called for an incorrect checklist or did not complete the checklist in a timely manner. Major deviations to procedures outlined in the flight manual and other published directives. Aircraft control was erratic/unsafe.

**3.4.8.5. U. (FE)** Failed to complete checklists correctly or did not assist the pilot as briefed/required. Did not brief the crew on restrictions/limitations.

**3.4.9. Area 24--Electronic Control Unit (ECU)/Digital Electronic Control (DEC) Malfunction:**

**3.4.9.1. Q. (P/CP)** Called for and completed the proper checklist in a timely manner. Pattern, approach and landing accomplished IAW the procedures outlined in the flight manual and other published directives. Controlled engine and rotor RPM throughout the maneuver. Aircraft control was smooth and positive. Correctly entered and exited lockout condition.

**3.4.9.2. Q. (FE)** Completed the checklists correctly and assisted the pilot as briefed/required. Correctly briefed the crew on restrictions/limitations. Monitored engine instruments.

**3.4.9.3. Q-.** Same as Q except for deviations which did not compromise safety.

**3.4.9.4. U. (P/CP)** Called for an incorrect checklist or did not complete the checklist in a timely manner. Major deviations to procedures outlined in the flight manual and other published directives. Consistently failed to control engine and rotor RPM. Erratic/unsafe aircraft control.

**3.4.9.5. U. (FE)** Failed to complete checklist correctly or did not assist the pilot as briefed/required. Did not brief the crew on restrictions/limitations. Failed to monitor engine instruments.

**3.4.10. Area 25--Traffic Patterns (Prior to Base Turn):**

**3.4.10.1. Q. (P/CP)** Performed traffic patterns IAW the procedures outlined in the flight manual, operating procedures, and local directives. Aircraft control was positive and smooth. Constantly cleared area of intended flight. Ensured the required checklists were called for and accomplished.

**3.4.10.1.1. Altitude.** +/- 100 feet.

**3.4.10.1.2. Airspeed.** +/- 10 KIAS.

**3.4.10.1.3. Ground Track.** +/- 5 degrees

**3.4.10.2. Q. (FE)** Completed the required checklists and monitored aircraft systems/instruments. Cleared the aircraft as required/briefed.

**3.4.10.3. Q-. (P/CP)** Performed traffic patterns with minor deviations to the procedures outlined in the flight manual, operating procedures, and local directives. Aircraft control was not consistently smooth, but safe. Constantly cleared the area of intended flight. Required checklists were usually called for and accomplished.

**3.4.10.3.1. Altitude.** +/- 150 feet.

**3.4.10.3.2. Airspeed.** +/- 15 KIAS

**3.4.10.3.3. Ground Track.** +/- 10 degrees

**3.4.10.4. Q-. (FE)** Same as above except for minor deviations which did not effect safety of flight. Cleared the aircraft.

**3.4.10.5. U. (P/CP)** Traffic patterns were not performed IAW the procedures outlined in the flight manual, operational procedures, and local directives. Erratic aircraft control. Exceeded the Q-parameters.

**3.4.10.6. U. (FE)** Major deviations which affected safe/effective mission accomplishment. Did not clear the aircraft or monitor systems/instruments.

**3.4.11. Area 26--Approaches/Landings (Normal/Shallow/Steep): (Base and Final Approach)**

**3.4.11.1. Q. (P/CP)** Performed the approaches and landings IAW the procedures outlined in the flight manual and published directives. Aircraft control was smooth and positive. Started the final descent on the desired approach angle. Demonstrated satisfactory control to maintain/correct to the desired rate of descent and approach angle. Touchdown/termination was within the desired area.

**3.4.11.1.1. Entry Airspeed.** +/- 5 knots.

**3.4.11.1.2. Entry Altitude.** +/- 50 feet.

**3.4.11.2. Q. (FE)** Monitored aircraft systems/instruments and cleared the aircraft as required/briefed.

**3.4.11.3. Q-. (P/CP)** Same as Q except for minor deviations to procedures outlined in the flight manual and published directives.

**3.4.11.3.1. Entry Airspeed.** +/- 10 knots.

**3.4.11.3.2. Entry Altitude.** +/- 100 feet.

**3.4.11.4. Q-. (FE)** Same as above except for minor deviations which did not affect safety/effective mission accomplishment. Cleared the aircraft as briefed/required.

**3.4.11.5. U. (P/CP)** Major deviations to the procedures outlined in the flight manual and published directives. Aircraft control was erratic/unsafe. Consistently overshoot/undershot final. Failed to recognize/maintain the correct or desired rate of descent and approach angle. Failed to touch-down or terminate within the desired area. Exceeded the limits of Q-.

**3.4.11.6. U. (FE)** Major deviations which affected safe/effective mission accomplishment. Did not clear the aircraft as briefed/required.

### **3.5. Instrument Phase:**

#### **3.5.1. Area 27--Unusual Attitudes (N/A in IMC) (P/CP):**

**3.5.1.1. Q.** Smooth, positive recovery to level flight using the correct recovery procedures. Demonstrated a satisfactory knowledge of procedures.

**3.5.1.2. Q-.** Slow to analyze, or erratic in recovery to level flight. Correct recovery procedures used.

**3.5.1.3. U.** Unable to determine attitude, or used improper recovery procedures. Inadequate knowledge of proper procedures.

#### **3.5.2. Area 28--Instrument Departure/Climb/Level Off (P/CP):**

**3.5.2.1. Q.** Smooth, positive aircraft control throughout the takeoff. Performed in accordance with flight manual procedures. Performed the departure as published/directed and complied with all restrictions. Crossing/intermediate altitudes were +/- 200 feet. Maintained course/heading and recognized deviations of +/- 5 degrees or less and applied corrections promptly. Leveled off smoothly at the specified altitude within +/- 200 feet. Promptly established the proper cruise airspeed. Visually cleared the area.

**3.5.2.2. Q-.** Minor flight manual procedural deviations. Some under- or over-control on lift-off. Performed the departure as published/directed and complied with all restrictions. Crossing/intermediate altitudes were +/- 300 feet. Maintained course/heading and recognized deviations of +/- 10 degrees or less and applied corrections promptly. Level off was erratic, maintained altitude within +/- 300 feet. Slow in establishing the proper cruise airspeed. Visually cleared the area.

**3.5.2.3. U.** Lift off was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish the proper aircraft attitude. Over-controlled the aircraft resulting in excessive deviations from the intended flight path. Failed to comply with the published/directed departure instructions or exceeded the limits of Q-. Level off was erratic, or exceeded the limits of Q-. Excessive delay or failed to establish the proper cruise airspeed. Failed to adequately clear the area.

#### **3.5.3. Area 29--Navigation/Use of NAVAIDS (P/CP):**

**3.5.3.1. Q.** Demonstrated a satisfactory capability to navigate. Used appropriate navigation procedures.

Ensured NAVAIDS were properly tuned, identified, monitored, and selected. Complied with clearance instructions. Aware of position at all times.

**3.5.3.1.1. Course.** +/- half dot.

**3.5.3.1.2. Fix-to-Fix.** +/- 1.0 mile (if accomplished).

**3.5.3.1.3. Altitude.** +/- 200 feet.

**3.5.3.1.4. Airspeed.** +/- 5 KIAS.

**3.5.3.2. Q-.** Minor errors in the procedures/use of navigation equipment. Some deviations in tuning, identifying, monitoring, and selecting NAVAIDS. Slow to comply with clearance instructions. Had some difficulty in establishing exact position.

**3.5.3.2.1. Course.** +/- 1 dot.

**3.5.3.2.2. Fix-to-Fix.** +/- 1.5 mile (if accomplished).

**3.5.3.2.3. Altitude.** +/- 300 feet.

**3.5.3.2.4. Airspeed.** +/- 10 KIAS.

**3.5.3.3. U.** Major errors in the procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Exceeded the parameters for Q-.

#### **3.5.4. Area 30--Holding Procedures (P/CP):**

**3.5.4.1. Q. (P/CP)** Entry and holding procedures were IAW applicable directives.

**3.5.4.1.1. Timed.** + 10 seconds (after established in the pattern).

**3.5.4.1.2. DME.** +/- 0.5 mile.

**3.5.4.1.3. Heading/Course.** +/- 1/2 dot (after established in the pattern).

**3.5.4.1.4. Altitude.** +/- 200 feet.

**3.5.4.1.5. Airspeed.** +/- 10 KIAS.

**3.5.4.2. Q- (P/CP)** Entry and holding procedures were IAW applicable directives. Holding pattern limits were exceeded by not more than:

**3.5.4.2.1. Timed.** + 20 seconds (after established in the pattern).

**3.5.4.2.2. DME.** +/- 1 mile.

**3.5.4.2.3. Heading/Course.** +/- 1 dot (after established in the pattern).

**3.5.4.2.4. Altitude.** +/- 300 feet.

**3.5.4.2.5. Airspeed.** +/- 15 KIAS.

**3.5.4.3. U.** Entry and/or holding procedures were not IAW applicable directives. Exceeded the criteria for Q-.

#### **3.5.5. Area 31--Non-Precision Approach (P/CP):**

**3.5.5.1. Q. (P/CP)** Performed the approach/pattern as published/directed and IAW the flight manual and other directives. Complied with all clearances and restrictions. Made smooth/timely corrections. Position at the MAP would have permitted a safe landing.

**3.5.5.1.1. Altitude.** +/- 100 feet.

**3.5.5.1.2. Airspeed.** +/- 5 KIAS.

**3.5.5.1.3. Heading/Course.** +/- 5 degrees.

**3.5.5.1.4. TACAN ARC.** +/- 0.5 mile.

**3.5.5.1.5. Minimum Descent Altitude (MDA).** -0 / +100 feet.

**3.5.5.2. Q-. (P/CP)** Performed the procedures with minor deviations. Slow to make corrections. Position at the MAP would have permitted a safe landing.

**3.5.5.2.1. Altitude.** +/- 150 feet.

**3.5.5.2.2. Airspeed.** +/- 10 KIAS.

**3.5.5.2.3. Heading/Course.** +/- 10 degrees.

**3.5.5.2.4. TACAN ARC.** +/- 1 mile.

**3.5.5.2.5. Minimum Descent Altitude (MDA).** -50 / +150 feet

**3.5.5.3. U.** Performed the procedures with major deviations. Erratic corrections were made. Exceeded the limits of Q-. Maintained steady state flight below MDA. Position at the MAP would not have permitted a safe landing.

### **3.5.6. Area 32--Precision Approach (P/CP):**

#### **3.5.6.1. ILS.**

**3.5.6.1.1. Q. (P/CP)** Performed the approach/pattern as published/directed and IAW the flight manual and other directives. Complied with all clearances and restrictions. Made smooth and timely corrections to azimuth and glide slope. Complied with the decision height and the position at decision height would have permitted a safe landing.

**3.5.6.1.1.1. Airspeed.** +/- 5 KIAS.

**3.5.6.1.1.2. Heading/Course.** +/- 5 degrees.

**3.5.6.1.1.3. Glide Slope/Azimuth.** Within 1 dot.

**3.5.6.1.2. Q-. (P/CP)** Performed the procedures with minor deviations. Slow to make corrections or initiate procedures. Position at the DH would have permitted a safe landing.

**3.5.6.1.2.1. Airspeed.** +/- 10 KIAS.

**3.5.6.1.2.2. Heading/Course.** +/- 10 degrees.

**3.5.6.1.2.3. Glide Slope.** Within one dot low/two dots high.

**3.5.6.1.2.4. Azimuth.** Within two dots.

**3.5.6.1.3. U.** Performed the procedures with major deviations. Erratic corrections were made. Exceeded the limits of Q-. Did not comply with the decision height or the position at DH would not have permitted a safe landing.

**3.5.6.2. PAR:**

**3.5.6.2.1. Q. (P/CP)** Performed the approach/pattern as published/directed and IAW the flight manual and other directives. Made smooth and timely corrections to the controller's instructions. Complied with the decision height and the position at DH would have permitted a safe landing.

**3.5.6.2.1.1. Airspeed.** +/- 5 KIAS.

**3.5.6.2.1.2. Heading/Course.** Within 5 degrees of controller's instructions.

**3.5.6.2.2. Q-. (P/CP)** Performed the procedures with minor deviations. Slow to make corrections or initiate procedures. Position at the DH would have permitted a safe landing.

**3.5.6.2.2.1. Airspeed.** +/- 10 KIAS.

**3.5.6.2.2.2. Heading/Course.** Within 10 degrees of controller's instructions.

**3.5.6.2.3. U.** Performed the procedures with major deviations. Erratic corrections were made. Exceeded the limits of Q-. Did not respond properly to the controller's instructions. Did not comply with the decision height and/or the position at DH would not have permitted a safe landing.

**3.5.7. Area 33--Missed Approach/Climb Out (P/CP):**

**3.5.7.1. Q. (P/CP)** Executed the missed approach/climb out as published/directed. Completed all procedures IAW the flight manual and other directives.

**3.5.7.1.1. Level Off Altitude.** +/- 200 feet.

**3.5.7.1.2. Maneuvering Airspeed.** +/- 5 KIAS.

**3.5.7.1.3. Heading/Course.** +/- 5 degrees.

**3.5.7.2. Q-. (P/CP)** Executed the missed approach/climb out with minor deviations. Slow to comply with the published procedures/directives, controller's instructions, or flight manual.

**3.5.7.2.1. Level Off Altitude.** +/- 300 feet.

**3.5.7.2.2. Maneuvering Airspeed.** +/- 10 KIAS.

**3.5.7.2.3. Heading/Course.** +/- 10 degrees.

**3.5.7.3. U.** Executed the missed approach with major deviations. Failed to comply with the published procedures/directives, controller's instructions, or flight manual. Exceeded the limits of Q-.

**3.6. Mission Phase:****3.6.1. Area 34--Mission Planning:**

**3.6.1.1. Q. (P)** Applied the appropriate tactics to the mission scenario. Followed guidance contained in AFTTP 3-1, (Volumes 2, 24, and other MDS volumes if participating), SPINS, ATO, and CONOPS. Displayed good judgment. Exhausted all possible options to decrease the threat to the lowest possible level. Thoroughly planned all aspects of the mission using the crew concept. Updated the intelligence situation prior to the briefing.

**3.6.1.2. Q. (CP/FE/AG)** Adequately assisted the pilot in planning the mission. Actively involved in the mission planning process. Familiar with and able to locate information contained in the appropriate tactical guidance. Assisted the pilot in updating the intelligence situation prior to the briefing.

**3.6.1.3. Q-. (P)** Marginally planned all aspects of the mission. Partial application of the approved guidance to the scenario given. Possessed a limited knowledge of approved tactical guidance. Limited utilization of planning resources, i.e., intelligence, etc.

**3.6.1.4. Q-. (CP/FE/AG)** Provided marginal assistance in the mission planning process. Limited knowledge of the location of approved tactical guidance.

**3.6.1.5. U. (P)** Mission planning was based upon unapproved/unrealistic tactics. No plan to degrade the threat to the lowest level possible. Did not utilize crew inputs/considerations. Ignored numerous aspects of the mission. Possessed a poor knowledge of approved tactical guidance. Failed to update the intelligence situation prior to the briefing.

**3.6.1.6. U. (CP/FE/AG)** Did not assist the pilot in mission planning. Not actively involved in the planning process. Unfamiliar with the information contained in approved tactical guidance publications. Failed to update the intelligence situation prior to the briefing.

### **3.6.2. Area 35--Mission Execution:**

**3.6.2.1. Q. (P)** Successful execution of the mission plan. Adhered to the mission plan until the tactical situation required otherwise. Accomplished planned mission objectives.

**3.6.2.2. Q. (CP/FE/AG)** Effectively performed required duties in support of mission tasks.

**3.6.2.3. Q-. (P)** Poor execution of the mission plan. Slow to adjust to changes in the tactical situation. Abandoned the mission plan.

**3.6.2.4. Q-. (CP/FE/AG)** Marginal performance of required duties.

**3.6.2.5. U. (P)** Did not execute mission plan. Unable to adjust to changes in the tactical situation.

**3.6.2.6. U. (CP/FE)** Poor performance of required duties. Unable to accomplish required tasks.

### **3.6.3. Area 36--HH-60 Tactical Employment Procedures:**

**3.6.3.1. Q. (P)** Planned and applied tactics consistent with AFTTP 3-1, *Mission Employment Tactics* (Volumes 2, 24, and other MDS volumes if participating), SPINS, ATO, CONOPS, other directives, and good judgment. Developed a tactical plan and successfully completed it to the maximum extent possible. Adjusted to the tactical situation.

**3.6.3.2. Q. (CP)** Possessed a limited knowledge of tactical considerations, but was able to assist the pilot in executing the tactical plan.

**3.6.3.3. Q-. (P)** Knowledge of tactics was adequate, but the mission plan contained minor deviations from good tactical considerations. Slow to make adjustments to the tactical situation.

**3.6.3.4. Q-. (CP)** Possessed a very limited knowledge of tactical considerations, but was able to assist the pilot in executing the tactical plan.

**3.6.3.5. U. (P/CP)** Did not develop a tactical plan for the mission. Tactics used were ineffective in countering the threat and/or accomplishing the mission.

**3.6.4. Area 37--Terrain Flight/Navigation:**

**3.6.4.1. Q. (P)** Could satisfactorily determine position when map reading. Recognized all check/turn points. Remained within 1 NM of planned course unless deviating for obstacles/threats, and stayed within range/area boundaries. Effectively used terrain masking to degrade/avoid threats. Demonstrated the capability to quickly adjust for deviations in timing and course. If the scenario required a Time On Target (TOT), the examinee arrived at the target within +/- 2 minutes of the TOT.

**3.6.4.2. Q. (CP)** Able to determine position when map reading. Able to recognize all check/turn points. Remained within 1 NM of planned course unless deviating for obstacles/threats, and stayed within range/area boundaries. Satisfactorily used terrain masking to degrade/avoid threats. Recognized and adjusted for deviations in timing and course. If a TOT was required, the examinee arrived at the target within +/- 2.5 minutes of the TOT.

**3.6.4.3. Q. (FE/AG)** Assisted the pilot with navigation by identifying navigational cues and clearing the aircraft as briefed/required.

**3.6.4.4. Q-. (P)** Slow to determine the position when map reading. Slow to recognize check/turn points. Remained within 2 NM of planned course unless deviating for obstacles/threats, and stayed within range/area boundaries. Satisfactorily used terrain masking to degrade/avoid threats. Slow to recognize and adjust for deviations in timing and course. If a TOT was required, the examinee arrived at the target within +/- 2.5 minutes of the TOT.

**3.6.4.5. Q-. (CP)** Slow to determine position when map reading. Slow to recognize check/turn points. Remained within 2 NM of planned course unless deviating for obstacles/threats, and stayed within the range/area boundaries. Satisfactorily used terrain masking to degrade/avoid threats. Slow to recognize and adjust for deviations in timing and course. If a TOT was required, the examinee arrived at the target within +/- 3 minutes of the TOT.

**3.6.4.6. Q-. (FE/AG)** Same as above except for minor deviations which did not affect safe/effective mission accomplishment. Cleared the aircraft.

**3.6.4.7. U. (P/CP)** Could not establish position. Failed to recognize check/turn points or adjust for deviations in timing and course. Exceeded the parameters for Q-. Flew outside the established range/area boundaries. Failed to use terrain masking.

**3.6.4.8. U. (FE/AG)** Major deviations which affected safe/effective mission accomplishment. Did not assist with navigation or clearing the aircraft.

**3.6.5. Area 38--Formation:****3.6.5.1. Formation Lead (if applicable):**

**3.6.5.1.1. Q. (P)** Established appropriate formations. Effectively directed the flight to accomplish mission objectives. Good situational awareness and wingman consideration. Positive control of the flight/element. Smooth on the controls. Planned ahead and made timely decisions. Complied with established procedures.

**3.6.5.1.2. Q. (CP)** Smooth on the controls with minor deviations. Good situational awareness and usually considered wingman. Usually planned ahead and made timely decisions. Complied with established procedures.

**3.6.5.1.3. Q-. (P/CP)** Adequate flight management. Fair situational awareness and wingman consideration. Control inputs were not unsafe, but made it difficult for wingman to maintain position. Did not always plan ahead and/or hesitant in making decisions. Minor deviations in established procedures.

**3.6.5.1.4. U. (P/CP)** Did not establish the appropriate formations. Poor situational awareness and wingman consideration. Rough on the controls. Major deviations in established procedures. Indecisive.

### **3.6.5.2. Wingman:**

**3.6.5.2.1. Q. (P)** Maintained position with only momentary deviations. Made smooth and immediate position corrections. Maintained safe separation and complied with established procedures. Smooth, timely join-up. Good situational awareness.

**3.6.5.2.2. Q. (CP)** Maintained position with only minor deviations. Made position corrections as necessary or when directed by the pilot. Maintained safe separation and complied with procedures. Positive join-up. Good situational awareness.

**3.6.5.2.3. Q-. (P)** Varied position, but within limits. Minor Over-controlling. Minor procedural deviations. Slow join-up. Fair situational awareness.

**3.6.5.2.4. Q-. (CP)** Varied position considerably, but within limits. Over-controlled. Minor procedural deviations. Slow join-up. Fair situational awareness.

**3.6.5.2.5. U. (P/C P)** Unable to maintain a formation position. Abrupt position corrections. Significant over-controlling requiring assistance from other pilot. Did not maintain safe separation. Unsafe join-up or formation procedures. Poor situational awareness.

### **3.6.5.3. Flight Engineer/Aerial Gunner:**

**3.6.5.3.1. Q.** Provided timely inputs on the wingman's position in the formation. Able to pass/receive light signals in an accurate and timely manner. Cleared the aircraft throughout maneuvers.

**3.6.5.3.2. Q-.** Minor lapses in informing the crew on the wingman's position. Slow to pass or decipher light signals. Cleared the aircraft throughout maneuvers.

**3.6.5.3.3. U.** Consistently failed to update the crew on the wingman's position. Unable to accurately send or receive light signals. Failed to clear the aircraft throughout maneuvers.

### **3.6.6. Area 39--Threat Identification/Countermeasure Procedures:**

**3.6.6.1. Q. (P/CP)** Threat reactions were timely and correct. Accomplished appropriate countermeasures and performed maneuvers to counter the threat.

**3.6.6.2. Q. (FE/AG)** Threat reactions were timely and correct. Performed proper clearing/scanning procedures IAW AFTTP 3-1V24. Proper use of suppressive fire, if appropriate.

**3.6.6.3. Q-. (P/CP)** Threat reactions were slow or inconsistent. Slow to accomplish appropriate countermeasures or perform maneuvers to counter threat.

**3.6.6.4. Q-. (FE)** Threat reactions were slow or inconsistent. Slow to accomplish proper clearing/scanning procedures IAW AFTTP 3-1V24. Slow to use suppressive fire, if appropriate.

**3.6.6.5. U.** Failed to take the appropriate evasive action or activate the appropriate countermeasures. Exceeded the aircraft limitations during evasive maneuvering. Improper threat call and/or clearing/scanning procedures. Flew back through the threat area after completion of the evasive maneuver. Did not use suppressive fire, if appropriate.

**3.6.7. Area 40--Search Procedures:**

**3.6.7.1. Q.** Thorough knowledge of search procedures. Selected and applied the best search pattern/plan considering the objective, terrain, weather, and the overall rescue scenario. Knowledgeable of scanning techniques and the content of appropriate briefing guides.

**3.6.7.2. Q-.** Knowledge of search patterns, scanning, and procedures indicated the need for additional study in certain areas.

**3.6.7.3. U.** Has an unacceptable level of knowledge in search patterns, procedures, or scanning techniques. Selection of the pattern was unsuitable for scenario.

**3.6.8. Area 41--Terminal Area Operations:**

**3.6.8.1. Q. (P/CP)** Performance IAW the procedures outlined in AFTTP 3-1V24, the flight manual, operational manuals, and other published directives. Aircraft control was smooth and positive. Thoroughly aware of power requirements/limitations and the appropriate site training restrictions. Proper consideration and use of terrain features and wind conditions. Performed a thorough site evaluation. Appropriate approach path/angle used for the given terrain features, wind, and LZ conditions. Rate of descent during the approach was within limits. If acting as the non-flying pilot, closely monitored the aircraft systems/instruments and aircraft flight path/position. Assisted the flying pilot as briefed/required.

**3.6.8.2. Q. (FE)** Satisfactory performance IAW AFTTP 3-1V24, the flight manual, operational manuals, and other applicable directives. Provided clear, concise and positive direction to the pilot during the reconnaissance, approaches, landings, and departure. Ensured aircraft clearance from obstacles. Computed the required TOLD and was thoroughly aware of the power margin/limitations and the appropriate site training restrictions. Knowledgeable of the various types of pyrotechnics and their characteristics.

**3.6.8.2.1. Gross Weight.** +/- 200 pounds.

**3.6.8.2.2. Power Available/Required.** +/- 2 percent.

**3.6.8.2.3. Min/Max Single Engine Airspeeds.** +/- 2 knots.

**3.6.8.3. Q. (AG)** Satisfactory performance IAW AFTTP 3-1V24, the flight manual, operational manuals, and other applicable directives. Provided clear, concise and positive direction to the pilot during the reconnaissance, approaches, landings, and departure. Ensured aircraft clearance from obstacles. Knowledgeable of the various types of pyrotechnics and their characteristics.

**3.6.8.4. Q-.** (P/CP) Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.8.5. Q-.** (FE) Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.8.5.1. Gross Weight.** +/- 300 pounds.

**3.6.8.5.2. Power Available/Required.** +/- 4 percent.

**3.6.8.5.3. Min/Max Single Engine Airspeeds.** +/- 4 knots.

**3.6.8.6. Q-. (AG)** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.8.7. U. (P/CP)** Major deviations to the procedures outlined in AFTTP 3-1V24, the flight manual, operational manuals, and/or other published directives. Aircraft control was erratic/unsafe. Failed to consider power requirements/limitations, site training restrictions, terrain features, or wind conditions. Failed to perform a thorough site evaluation. If acting as the non-flying pilot, failed to monitor aircraft systems/instruments and/or aircraft flight path/position. Did not assist the pilot flying as briefed/required. Exceeded the limits of Q-.

**3.6.8.8. U. (FE)** Major deviations to the procedures outlined in AFTTP 3-1V24, the flight manual, operational manuals, and other directives. Failed to compute TOLD or was unaware of the power requirements/limitations and site training restrictions. TOLD computations exceeded the parameters of Q-. Failed to provide clear, concise, and positive direction/inputs to the pilot flying. Did not ensure adequate clearance from obstacles. Poor knowledge or improper use of pyrotechnics.

**3.6.8.9. U. (AG)** Major deviations to the procedures outlined in AFTTP 3-1V24, the flight manual, operational manuals, and other directives. Failed to provide clear, concise, and positive direction/inputs to the crew. Did not ensure adequate clearance from obstacles. Poor knowledge or improper use of pyrotechnics.

### **3.6.9. Area 42--Rescue Hoist/AIE Operations:**

**3.6.9.1. Q. (P)** Performance was IAW the procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive during the reconnaissance, approach, hovering, landing, and takeoff. Thoroughly aware of the power requirements/limitations. Proper consideration and use of the terrain features and wind conditions. Displayed the proper consideration of the AIE device length versus the altitude of deployment. Minor drift tendencies were promptly corrected. Good situational awareness. If acting as the non-flying pilot, closely monitored and called out aircraft systems/instruments and aircraft flight path/position. Assisted the pilot flying as briefed/required.

**3.6.9.1.1. Maintain Hover Altitude.** +/- 5 feet.

**3.6.9.1.2. Maintain Heading.** +/- 10 degrees.

**3.6.9.2. Q. (CP)** Performance was IAW the procedures outlined in the flight manual and other published directives with minor deviations. Aware of the power requirements/limitations. Displayed adequate consideration and use of the terrain features and wind conditions. Displayed the proper consideration of the AIE device length versus the altitude of deployment. Minor drift tendencies were promptly corrected. Good situational awareness. If acting as the non-flying pilot, closely monitored and called out aircraft systems/instruments and aircraft flight path/position. Assisted the pilot flying as briefed/required.

**3.6.9.2.1. Maintain Hover Altitude.** +/- 10 feet.

**3.6.9.2.2. Maintain Heading.** +/- 15 degrees.

**3.6.9.3. Q. (FE)** Performed IAW the procedures outlined in the flight manual, operational manual and other published directives. Aware of/computed power requirements/limitations. Good knowl-

edge of all cable/hoist limitations (i.e. shock loading, birdcaging, kinks). Provided clear and concise direction during the approach, pickup and departure. Advised the pilot flying promptly of minor drift tendencies. Continued to adequately scan during the AIE procedures. Equipment mal-functions were dealt with effectively while maintaining situational awareness and crew coordination.

**3.6.9.4. Q. (AG)** Performed IAW the procedures outlined in the flight manual, operational manual, and other published directives. Good knowledge of cable limitations (i.e. shock loading). Provided clear and concise direction during the approach, pickup, and departure. Continued to scan during the AIE procedures.

**3.6.9.5. Q-. (P)** Same as Q except for minor deviations which did not affect safety/mission accomplishment. Drifting during the hover did not jeopardize safety, but prevented the operation from being promptly accomplished.

**3.6.9.5.1. Maintain Hover Altitude.** +/- 10 feet.

**3.6.9.5.2. Maintain Heading.** +/- 15 degrees.

**3.6.9.6. Q-. (CP)** Same as Q except for deviations which did not affect safety/mission accomplishment. Drifting during the hover did not jeopardize safety, but prevented the operation from being promptly accomplished.

**3.6.9.6.1. Maintain Hover Altitude.** +/- 15 feet.

**3.6.9.6.2. Maintain Heading.** +/- 20 degrees.

**3.6.9.7. Q-. (FE/AG)** Same as Q except for minor deviations which did not affect safety/mission accomplishment. Slow to advise the pilot flying of drift tendencies and slow to scan the area around the aircraft.

**3.6.9.8. U. (P/CP)** Major deviations to the procedures outlined in the flight manual, and other published directives. Aircraft control was erratic/unsafe. Failed to consider power requirements/limitations, device length versus deployment altitude, use of terrain features and wind conditions. Poor situational awareness. If acting as the non-flying pilot, failed to monitor and call out aircraft systems/instruments and/or aircraft flight path/position. Did not assist the pilot flying as briefed/required. Exceeded the parameters of Q-.

**3.6.9.9. U. (FE)** Major deviations to the procedures outlined in the flight manual and other published directives which affected safe/effective mission accomplishment. Unaware of the proper AIE methods or the emergency procedures associated with the method used. Poor knowledge of cable/hoist limitations (i.e. shock loading, birdcaging, kinks). Failed to advise the pilot flying of drift tendencies and failed to scan the area around the aircraft. Equipment preparation was not accomplished in a timely manner or IAW published directives. Did not correct equipment mal-functions and failed to maintain situational awareness/crew coordination.

**3.6.9.10. U. (AG)** Major deviations to the procedures outlined in the flight manual and other published directives which did, or could have, affected safe/effective mission accomplishment. Unaware of the proper AIE methods or the emergency procedures associated with the method used. Poor knowledge of cable limitations (i.e. shock loading). Failed to scan the area around the aircraft. Equipment preparation was not accomplished in a timely manner or IAW published direc-

tives. Did not correct equipment malfunctions and failed to maintain situational awareness/crew coordination.

**3.6.10. Area 43--NVG Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

**3.6.10.1. Q. (P)** Performance was IAW procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive during the pattern/approach/hover/takeoff. Minimal drift during the hover. Thoroughly aware of power requirements/limitations. Proper consideration of the wind/sea conditions and salt water degradation. Closely monitored aircraft systems/instruments and aircraft flight path/position. As the non-flying pilot, identified, verbalized, and corrected unplanned aircraft descents in the pattern/hover. Assisted the pilot flying as briefed/required.

**3.6.10.1.1. Downwind Altitude.** +/- 50 feet from desired (100 feet AWL minimum).

**3.6.10.1.2. Airspeed.** +/- 10 KIAS from desired (50 KIAS minimum).

**3.6.10.1.3. Hover Altitude.** +/- 5 feet from desired.

**3.6.10.2. Q. (CP)** Assisted the pilot flying as briefed/required IAW the procedures outlined in the flight manual and other published directives. Called out deviations to the established procedures. Closely monitored aircraft systems/instruments and aircraft flight path/position. Identified, verbalized, and corrected unplanned aircraft descents in the pattern/hover. Provided timely updates of the navigation system as directed by the pilot. If required to assume control of the aircraft in the hover, maintained smooth, positive aircraft control and minimal drift during the hover or executed an ITO, as required.

**3.6.10.2.1. Downwind Altitude.** +/- 75 feet from desired (100 feet AWL minimum).

**3.6.10.2.2. Airspeed.** +/- 10 KIAS from desired (50 KIAS minimum).

**3.6.10.3. Q. (FE)** Performed IAW the procedures outlined in the flight manual and other published directives. Aware of computed power requirements/limitations. Successfully deployed the appropriate equipment/people and provided clear and concise direction during pattern, approach, pickup, and departure. Effectively managed equipment malfunctions and maintained situational awareness/crew coordination.

**3.6.10.4. Q. (AG)** Performed IAW the procedures outlined in the flight manual and other published directives. Provided clear and concise direction during pattern, approach, pickup, and departure. Effectively managed equipment malfunctions and maintained situational awareness/crew coordination.

**3.6.10.5. Q-. (P)** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.10.5.1. Downwind Altitude.** +/- 100 feet from desired (100 AWL minimum).

**3.6.10.5.2. Airspeed.** +/- 15 KIAS from desired (50 KIAS minimum).

**3.6.10.5.3. Hover Altitude.** +/- 10 feet from desired (-5/+10 feet for a low & slow).

**3.6.10.6. Q-. (CP)** Assisted the pilot flying as briefed/required IAW the procedures outlined in the flight manual and other published directives with minor deviations. Slow to call out deviations to the established procedures. Slow to monitor aircraft systems/instruments and aircraft flight

path/position. Slow to provide updates of the navigation system as directed by the pilot. If required to assume control of the aircraft in the hover, maintained safe aircraft control, or executed an Instrument Takeoff (ITO), as briefed.

**3.6.10.6.1. Downwind Altitude.** +/- 125 feet from desired (100 AWL minimum).

**3.6.10.6.2. Airspeed.** +/- 15 KIAS from desired (50 KIAS minimum).

**3.6.10.7. Q-. (FE/AG)** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.10.8. U. (P/CP)** Major deviations to the procedures outlined in the flight manual, operational manual, and/or other published directives. Aircraft control was erratic/unsafe. Failed to consider the power requirements/limitations and wind conditions. Failed to monitor aircraft systems/instruments and/or aircraft flight path/position. Failed to identify, verbalize, and correct for unplanned aircraft descents in the pattern/hover. Did not assist the pilot flying as briefed/required. Exceeded the parameters of Q-.

**3.6.10.9. U. (FE/AG)** Major deviations to the procedures outlined in the flight manual and other published directives which affected safe/effective mission accomplishment. Failed to provide clear and concise direction during approach, pickup and departure. Failed to manage equipment malfunctions or maintain situational awareness/crew coordination.

**3.6.11. Area 44 – Day Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

**3.6.11.1. Q. (P)** Performance was IAW procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive during the pattern/approach/hover/takeoff. Minimal drift during the hover. Thoroughly aware of power requirements/limitations. Proper consideration of the wind/sea conditions and salt water degradation. Closely monitored aircraft systems/instruments and aircraft flight path/position. As the non-flying pilot, identified, verbalized, and corrected unplanned aircraft descents in the pattern/hover. Assisted the pilot flying as briefed/required.

**3.6.11.1.1. Downwind Altitude.** +/- 50 feet from desired (100 feet AWL minimum).

**3.6.11.1.2. Airspeed.** +/- 10 KIAS from desired (50 KIAS minimum).

**3.6.11.1.3. Hover Altitude.** +/- 5 feet from desired.

**3.6.11.2. Q. (CP)** Assisted the pilot flying as briefed/required IAW the procedures outlined in the flight manual and other published directives. Called out deviations to the established procedures. Closely monitored aircraft systems/instruments and aircraft flight path/position. Identified, verbalized, and corrected unplanned aircraft descents in the pattern/hover. Provided timely updates of the navigation system as directed by the pilot. If required to assume control of the aircraft in the hover, maintained smooth, positive aircraft control and minimal drift during the hover or executed a takeoff, as required.

**3.6.11.2.1. Downwind Altitude.** +/- 75 feet from desired (100 feet AWL minimum).

**3.6.11.2.2. Airspeed.** +/- 10 KIAS from desired (50 KIAS minimum).

**3.6.11.2.3. Hover Altitude.** +/- 10 feet from desired.

**3.6.11.3. Q. (FE)** Performed IAW the procedures outlined in the flight manual and other published directives. Aware of computed power requirements/limitations. Successfully deployed the appropriate equipment/people and provided clear and concise direction during pattern, approach, pickup, and departure. Effectively managed equipment malfunctions and maintained situational awareness/crew coordination. Knowledgeable of the types of pyrotechnics and their characteristics

**3.6.11.4. Q. (AG)** Performed IAW the procedures outlined in the flight manual and other published directives. Provided clear and concise direction during pattern, approach, pickup, and departure. Effectively managed equipment malfunctions and maintained situational awareness/crew coordination.

**3.6.11.5. Q-. (P)** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.11.5.1. Downwind Altitude.** +/- 100 feet from desired (100 AWL minimum).

**3.6.11.5.2. Airspeed.** +/- 15 KIAS from desired (50 KIAS minimum).

**3.6.11.5.3. Hover Altitude.** +/- 10 feet from desired (-5/+10 feet for a low & slow).

**3.6.11.6. Q-. (CP)** Assisted the pilot flying as briefed/required IAW the procedures outlined in the flight manual and other published directives with minor deviations. Slow to call out deviations to the established procedures. Slow to monitor aircraft systems/instruments and aircraft flight path/position. Slow to provide updates of the navigation system as directed by the pilot. If required to assume control of the aircraft in the hover, maintained safe aircraft control, or executed a take-off, as briefed.

**3.6.11.6.1. Downwind Altitude.** +/- 125 feet from desired (100 AWL minimum).

**3.6.11.6.2. Airspeed.** +/- 15 KIAS from desired (50 KIAS minimum).

**3.6.11.6.3. Hover Altitude.** +/- 10 feet from desired (-5/+10 feet for a low & slow).

**3.6.11.7. Q-. (FE/AG)** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.11.8. U. (P/CP)** Major deviations to the procedures outlined in the flight manual, operational manual, and/or other published directives. Aircraft control was erratic/unsafe. Failed to consider the power requirements/limitations and wind conditions. Failed to monitor aircraft systems/instruments and/or aircraft flight path/position. Failed to identify, verbalize, and correct for unplanned aircraft descents in the pattern/hover. Did not assist the pilot flying as briefed/required. Exceeded the parameters of Q-.

**3.6.11.9. U. (FE/AG)** Major deviations to the procedures outlined in the flight manual and other published directives which affected safe/effective mission accomplishment. Failed to provide clear and concise direction during approach, pickup and departure. Failed to manage equipment malfunctions or maintain situational awareness/crew coordination.

### **3.6.12. Area 45--Air Refueling (P/CP):**

**3.6.12.1. Q. (P)** Performance IAW the procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive during the rendezvous/join-up/contact/disconnect/crossover. Contacts were accomplished in a timely fashion, with controlled misses (if

applicable). When not flying, closely monitored fuel management, aircraft systems/instruments and lighting. Assisted the pilot flying as briefed/required.

**3.6.12.1.1. Join-up Airspeed.** +/- 10 KIAS.

**3.6.12.1.2. Join-up Altitude (Receiver High).** +100 feet/-50.

**3.6.12.1.3. Join-up Altitude (Receiver Low).** -100 feet/+50.

**3.6.12.2. Q. (CP)** Able to maintain the observation position (or the wingman position) and perform a crossover with only minor deviations. When not flying, closely monitored fuel management, aircraft systems/instruments and lighting. Assisted the pilot flying as briefed/required. If evaluated, contacts were accomplished in a timely fashion, with controlled misses (if applicable).

**3.6.12.2.1. Join-up Airspeed.** +/- 10 KIAS.

**3.6.12.2.2. Join-up Altitude (Receiver High).** +125 feet/-50.

**3.6.12.2.3. Join-up Altitude (Receiver Low).** -125 feet/+50.

**3.6.12.3. Q-. (P)** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.12.3.1. Join-up Airspeed.** +/- 15 KIAS.

**3.6.12.3.2. Join-up Altitude (Receiver High).** +150 feet/-50.

**3.6.12.3.3. Join-up Altitude (Receiver Low).** -150 feet/+50.

**3.6.12.4. Q-. (CP)** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

**3.6.12.4.1. Join-up Airspeed.** +/- 15 KIAS.

**3.6.12.4.2. Join-up Altitude (Receiver High).** +175 feet/-50.

**3.6.12.4.3. Join-up Altitude (Receiver Low).** -175 feet/+50 (receiver low).

**3.6.12.5. U. (P)** Major deviations to the procedures outlined in the flight manual and other published directives. Aircraft control was erratic/unsafe. Unable to perform contacts and/or misses were dangerous. When not flying, failed to monitor fuel management, aircraft systems/instruments and/or aircraft flight path/position. Did not assist the pilot flying as briefed/required.

**3.6.12.6. U. (CP)** Major deviations to the procedures outlined in the flight manual and other published directives. When not flying, failed to monitor fuel management, aircraft systems/instruments and/or aircraft flight path/position. Did not assist the pilot flying as briefed/required. Not able to perform contacts and/or misses were dangerous (if evaluated).

### **3.6.13. Area 46--Gunnery (FE/AG):**

**3.6.13.1. Q.** Demonstrated the ability to preflight, arm, acquire/effectively engage the target, and dearm the weapon. Able to identify and clear weapons malfunctions in a timely manner IAW the appropriate operating manuals. Safety was never compromised.

**3.6.13.2. Q-.** Minor deviations in preflight procedures. Minor procedure errors and/or was slow to arm/de-arm the weapon. Target acquisition was slow or limited in its effectiveness. Slow to

identify and/or clear (if possible) weapons malfunctions IAW the appropriate operating manuals. Safety was never compromised.

**3.6.13.3. U.** Unable to preflight, arm, acquire, engage the target, or dearm the weapon. Major errors in procedures. Target acquisition was ineffective. Unable to identify and/or clear weapons malfunctions. Compromised safety.

**3.7. Instructor Phase.** The following areas are applicable to initial instructor upgrade/periodic instructor evaluation.

**3.7.1. Area 47--Instructor Briefings/Debriefings/Critique:**

**3.7.1.1. Q.** Briefings/debriefings were well organized, accurate, and thorough. Clearly defined the mission's objectives. Ability to reconstruct the flight, offers mission analysis, and provides corrective guidance where appropriate. Pre-briefed the student's next mission.

**3.7.1.2. Q-.** Minor errors or omissions in briefings and/or debrief that did not affect safety or mission effectiveness. Occasionally unclear in analysis of events or procedures.

**3.7.1.3. U.** Briefings were marginal or non-existent. Major errors or omissions in briefings/debriefings. Analysis of events or procedures was incomplete, inaccurate, or confusing. Failed to define the mission's objectives. Vague or nonexistent pre-briefing of the student's next mission.

**3.7.2. Area 48--Demonstration of Performance:**

**3.7.2.1. Q.** Effectively demonstrated procedures and techniques on the ground and in flight, within prescribed parameters. Provided concise, meaningful commentary.

**3.7.2.2. Q-.** Demonstrated procedures and techniques with minor deviations from prescribed parameters. Commentary was sometimes unclear.

**3.7.2.3. U.** Did not demonstrate correct procedures or techniques. Did not provide commentary.

**3.7.3. Area 49--Instructor Knowledge:**

**3.7.3.1. Q.** Demonstrated a thorough knowledge of all applicable aircraft procedures, requirements, systems/performance characteristics, techniques and missions to be performed. Demonstrated a thorough knowledge of all applicable publications and regulations.

**3.7.3.2. Q-.** Demonstrated minor errors in the above areas that did not affect safety or mission accomplishment.

**3.7.3.3. U.** Failed to demonstrate an adequate knowledge of aircraft procedures, requirements, systems/performance characteristics, techniques and missions performed. Knowledge of publications and/or regulations was inadequate. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

**3.7.4. Area 50--Training/Evaluation Forms Procedures:**

**3.7.4.1. Q.** Demonstrated an accurate review and completion of the appropriate training/evaluation records. Accurately assessed and documented student performance. Comments were clear and pertinent.

**3.7.4.2. Q-** Demonstrated minor errors or omissions in the review and completion of training/evaluation records that did not adversely affect effectiveness of the mission. Comments were incomplete or slightly unclear.

**3.7.4.3. U.** Did not review and/or complete the required forms or records. Comments were invalid and/or unclear. Did not accurately assess or document the student's performance.

**3.7.5. Area 51--Instructional Ability:**

**3.7.5.1. Q.** Demonstrated the ability to communicate effectively. Provided the appropriate corrective guidance when necessary. Planned ahead and made timely decisions. Identified and corrected potentially unsafe maneuvers/situations.

**3.7.5.2. Q-** Accomplished the above tasks with minor discrepancies that did not affect safety or mission accomplishment.

**3.7.5.3. U.** Demonstrated an inability to effectively communicate and provide timely feedback. Did not provide corrective actions when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner.

**3.8. Form Prescribed. AF Form 4038, HH-60 Evaluation Worksheet.**

**| 3.9. Form Adopted. AF Form 8, Certificate of Aircrew Qualification.**

CHARLES F. WALD, Lt General, USAF  
DCS/Air & Space Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION***Abbreviations and Acronyms*

**AC**—Aircraft Commander  
**ACC**—Air Combat Command  
**AF**—Air Force  
**AFCS**—Automatic Flight Control System  
**AG**—Aerial Gunner  
**AGL**—Above Ground Level  
**AIE**—Alternate Insertion or Extraction  
**AWL**—Above Water Level  
**BMC**—Basic Mission Capable  
**CMR**—Combat Mission Ready  
**CP**—Copilot  
**DEC**—Digital Electronic Control  
**DH**—Decision Height  
**DME**—Distance Measuring Equipment  
**DOC**—Designed Operational Capability  
**ECU**—Electronic Control Unit  
**EM**—Energy Maneuverability  
**EP**—Emergency Procedure  
**EPE**—Emergency Procedures Evaluation  
**FCF**—Functional Check Flight  
**FCIF**—Flight Crew Information File  
**FE**—Flight Engineer  
**FL**—Flight Lead  
**HHQ**—Higher Headquarters  
**HIT**—Health Indicator Check  
**IAW**—In Accordance With  
**ILS**—Instrument Landing System  
**IMC**—Instrument Meteorological Conditions  
**IP**—Instructor Pilot or Initial Point

**ITO**—Instrument Take Off  
**KIAS**—Knots Indicated Airspeed  
**LZ**—Landing Zone  
**MAP**—Missed Approach Point  
**MAJCOM**—Major Command  
**MC**—Mission Copilot  
**MDA**—Minimum Descent Altitude  
**MDS**—Mission Design Series  
**MP**—Mission Pilot  
**MSA**—Minimum Safe Altitude  
**MSN**—Mission  
**N/A**—Not Applicable  
**NAV**—Navigation  
**NLT**—Not Later Than  
**NM**—Nautical Mile  
**NOTAM**—Notice to Airman  
**NT**—Night  
**NVG**—Night Vision Goggles  
**PAR**—Precision Approach Radar  
**Q**—Qualified or Torque  
**RPM**—Revolutions Per Minute  
**SA**—Situational Awareness  
**SEFE**—Stan/Eval Flight Examiner  
**SELO**—Stan/Eval Liaison Officer  
**SPINS**—Special Instructions  
**SQ/CC**—Squadron Commander  
**TACAN**—Tactical Air Navigation  
**T.O.**—Technical Order  
**TOLD**—Takeoff and Landing Data  
**TOT**—Time Over Target  
**USAF**—United States Air Force

**TERMS**

**Certification**—The process of endorsing an individual to perform a specific event (i.e. NVG Water Operations, Cargo Sling, Flight Lead).

**Eligibility Period**—The 6-month period prior to the expiration date of an evaluation.

**Emergency Procedures Evaluation (EPE)**—A flight, aircrew training device or verbal evaluation used to evaluate emergency procedures and systems knowledge.

**Evaluation Profile**—Defines the required items of an evaluation to include a scenario.

**Initial Evaluation**—The first evaluation of any type for a crew position in an MDS (i.e., INIT QUAL/Instm, INIT MSN, INIT Instr).

**MSN Evaluation**—Qualifies an individual to perform the unit's operational mission.