BY ORDER OF THE
SECRETARY OF THE AIR FORCE

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VOLUME 2

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Flying Operations

T-1A AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the T-1A. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information used in this publication.

This AFI does not apply to the Air National Guard or Air Force Reserve Command. Major commands (MAJCOM) will forward proposed MAJCOM-level supplements to this volume to HQ USAF/XOOT, through HQ AETC/DOVV, for approval prior to publication according to AFPD 11-2, paragraph 4.2. After approval and publishing, the issuing MAJCOM will send one copy each of MAJCOM-level supplements to HQ USAF/XOOT, HQ AETC/DOVV, and user-MAJCOM offices of primary responsibility (OPR). Field units below MAJCOM level will forward one copy of each supplement to their parent MAJCOM OPR for post-publication review. See paragraph **2.** of this publication for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of the system is Title 37 U.S.C. 301a (Incentive Pay); Public Law 92-204 (Appropriation Act for 1973, Section 715; Public Laws 93-570 (Appropriations Act for 1974), Public Act 93-294 (Aviation Career Incentive Act of 1974), DoD Directive 7730.57 (Aviation Career Incentive Act and Required Annual Report; and Executive Order 9397). The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

This instruction contains references to the following field (subordinate level) publication which, until converted to a departmental-level publication, may be obtained from the respective MAJCOM publication office: AETCMAN 11-203, *Mission Employment—T-1A Aircrew Procedures* (projected to be AFTTP 3-3XX).

Section A—General Information

1. Conducting Evaluations. Conduct all evaluations according to the provisions of AFI 11-202, Volume 2, and this instruction.

2. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication,** to the parent MAJCOM through standardization/evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOVV according to AFPD 11-2, paragraph 2.4.1. AF/XO is approval authority for changes or revisions to this instruction. MAJCOM DO is waiver authority for this instruction. Submit waiver requests in message or memorandum format.

3. Procedures:

3.1. Flight examiners (FE) will use the evaluation criteria contained in Section C for conducting flight and emergency procedure evaluations (EPE). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

3.2. Unless specified, the examinee or FE may fly in any seat that will best enable the FE to conduct a thorough evaluation.

3.3. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. The examinee will accomplish required flight planning in accordance with the flight position during the evaluation. Higher headquarters FEs (and unit FEs as determined locally) will be furnished a copy of necessary mission data, mission materials, and maps if required.

3.4. Areas required by AFI 11-202, Volume 2, are indicated in Section B of this instruction. Use an alternate method of evaluation (that is, in a simulator or cockpit procedure trainer [CPT] or by oral examination) to complete the evaluation when it is impossible to evaluate a required area in flight. Document the alternate evaluation on AF Form 8, **Certificate of Aircrew Qualification,** in the Examiner's Remarks of the Comments block.

3.5. The FE will thoroughly debrief all aspects of the flight. This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must be debriefed on all checkrides. Additionally, a squadron supervisor must attend the debrief if the overall grade is Q-3.

4. Grading Instructions:

4.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations from tolerances will not be considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the overall grade.

4.2. Compare examinee performance for each area accomplished during the evaluation with the standards provided in this publication and assign an appropriate grade for the area. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202, Volume 2, and this instruction.

4.2.1. FEs will use the grading criteria in this instruction (**Table 1.**) to determine individual area grades. FE judgment must be exercised when the wording of areas is subjective and specific situations are not covered.

Table 1. Evaluation Criteria.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
1	Area 1, Publications	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies which would not impact flight safety or mission accomplishment.	Publications were outdated and or contained deficiencies which would impact flight safety or mission accomplishment.
2	Area 2, Mission Planning	Developed a sound plan to accomplish the mission. Checked all factors applicable to flight according to applicable directives. Aware of alternatives available, if flight cannot be completed as planned. Read and initialed for all items in the FCIF or read files. Prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF. Was not prepared at briefing time.
3	Area 3, Chart Preparation	Prepared chart according to applicable directives.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.
4	Area 4, Briefing: a. Organization	Well organized and presented in a logical sequence. Concluded briefing in time to allow for element or crew briefing (if applicable) and preflight of personal equipment, aircraft, and ordnance.	Events out of sequence, hard to follow, some redundancy.	Confusing presentation. Did not allow time for element or crew briefing (if applicable) and preflight of personal equipment, aircraft, and ordnance.
5	b. Presentation	Presented briefing in a professional manner. Effective use of training aids. Flight members clearly understood mission requirements.	Did not make effective use of available training aids. Dwelled on nonessential mission items.	Did not use training aids. Redundant throughout briefing. Lost interest of flight members. Presentation created doubts or confusion.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
6	c. Mission Coverage	Established objectives for the mission. Presented all events and technique discussion for accomplishing the mission.	Omitted some minor training events. Limited discussion of techniques.	Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.
7	Area 5, Ground Operations	Established and adhered to station, start engine, taxi, and takeoff times to ensure thorough preflight, check of personal equipment, crew briefing, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.	Minor procedural deviations occurred that did not detract from mission effectiveness.	Omitted major items of the appropriate checklist. Made major deviations in procedure that would prevent safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff which degraded the mission or made it noneffective.
8	Area 6, Takeoff	Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques.	Minor flight manual procedural or technique deviations. Control was rough or erratic.	Takeoff potentially dangerous. Exceeded aircraft or systems limitations. Raised gear too early. Failed to establish proper climb attitude. Over-controlled aircraft resulted in excessive deviations from intended flightpath.
9	Area 7, Departure	Performed departure as published or directed and complied with all restrictions.	Minor deviations in airspeed and navigation occurred during completion of departure.	Failed to comply with published or directed departure instructions.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
10	Area 8, Course/Arc Maintenance	Complied with basic control standards. Established a valid intercept. Maintained course ± 5 degrees. Established valid arc or radial intercept. Maintained arc ± 1 mile and completed fix-to-fix ± 3 miles.	Maintained course ± 10 degrees. Maintained arc ± 3 nautical miles (NM). Completed fix-to-fix ± 5 miles.	Exceeded Q- criteria.
11	Area 9, En Route Procedures	Demonstrated satisfactory capability to navigate using all available means. Used appropriate navigation procedures. Ensured NAVAIDs were properly tuned, identified, and monitored. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.	Made minor errors in procedures or use of navigation equipment. Some deviations in tuning, identifying, and monitoring NAVAIDs. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.	Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded parameters for Q-.
12	Area 10, In-flight Planning	Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed Joker or Bingo calls. Remained within assigned airspace. Adjusted mission profile to comply with fuel/time limitations, weather, and airspace limits.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for fuel/time limitations, weather, and airspace limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel/time management prevented mission accomplishment. Did not adjust to weather and airspace.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
13	Area 11, Clearing	Continued through all phases of flight. Included all visual and audio sources. Timely actions taken to reduce potential conflicts.	Intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate and actions were not taken to reduce possible conflicts.
14	Area 12, Checklist Procedures	All checklists were completed in the prescribed order at a point in the mission as designated by aircraft flight manual and appropriate directives.	Required checklist items were missed or completed in the wrong order, but did not significantly impact systems operations, crew coordination, or safe mission accomplishment.	Did not accomplish required checklists which potentially impacts systems operations, crew coordination, or safe mission accomplishment.
15	Area 13, Communication/ IFF Procedures	Had complete knowledge of and compliance with correct comm and IFF procedures. Transmissions were concise, accurate, and utilized proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with communications security requirements. Intercockpit/interflight communication was clear, concise, and understood.	Occasional deviations from correct procedures required retransmissions or resetting codes. Slow to initiate or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness, threat warning, or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence, or used nonstandard terminology. Intercockpit/interflight communication was sometimes unclear or confusing but did not significantly impact mission accomplishment or flight safety.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, threat warning, or mission accomplishment. Unclear or confusing intercockpit/interflight communication significantly impacted mission accomplishment or flight safety.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
16	Area 14, Cockpit Systems Operations: a. Autopilot	Autopilot is used in accordance with flight manual and associated directives.	Minor deviations in autopilot use did not degrade safety of flight or exceed flight manual limitations.	Major deviations in autopilot use potentially degraded safety of flight and or exceeded flight manual limitations.
17	b. Radar	Radar is used in accordance with flight manual and associated directives.	Minor deviations in radar use did not degrade safety of flight or exceed flight manual limitations.	Major deviations in radar use degraded safety of flight and or exceeded flight manual limitations.
18	c. FMS	FMS is used in accordance with flight manual and associated directives.	Minor programming deviations occurred, but did not degrade safety of flight.	Major programming deviations occurred which potentially degraded safety of flight.
19	Area 15, Crew Coordination/ Flight Integrity	Effectively coordinated with other crewmember throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
20	Area 16, Risk Management/ Decisionmaking	Effectively identified contingencies and alternatives. Gathered and cross checked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating decisions which did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated decisions which seriously degraded mission accomplishment or safety of flight.
21	Area 17, Task Management	Correctly prioritized and managed tasks based on existing and new information which assured mission success.	Made minor errors in prioritization or management of task which did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks which seriously degraded mission accomplishment or safety of flight.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
22	Area 18, Situational Awareness* **(Critical)**	Accurately analyzed flight conditions. Planned and acted in a timely manner to ensure safe mission accomplishment.	(***NOTE***: Because this area is critical, Q- is not applicable.)	Misanalyzed flight conditions and failed to plan or act in a timely manner which seriously degraded mission accomplishment or safety of flight.
23	Area 19, Airmanship* **(Critical)**	Executed assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	(***NOTE***: Because this area is critical, Q- is not applicable.)	Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.
24	Area 20, Safety* **(Critical)**	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	(***NOTE***: Because this area is critical, Q- is not applicable.)	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
25	Area 21, Steep Turns	Maintained ± 200 feet of planned altitude. Rollout was ± 10 degrees of planned heading. Maintained ± 10 KIAS of planned airspeed.	Maintained ± 300 feet of planned altitude. Rollout was ± 15 degrees of planned heading. Maintained ± 15 KIAS of planned airspeed.	Exceeded Q- criteria.
26	Area 22, Vertical S	Maintained ± 100 feet of planned altitude changes. Maintained ± 10 KIAS of planned airspeed.	Maintained ± 200 feet of planned altitude changes. Maintained ± 15 KIAS of planned airspeed.	Exceeded Q- criteria.

ITEM	A	B	C	D
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27	Area 23, Unusual Attitudes	Made a smooth, positive recovery to level flight with correct recovery procedures.	Was slow to analyze attitude, or erratic in recovery to level flight. Used correct recovery procedures.	Unable to determine attitude. Improper recovery procedures were used.
28	Area 24-26, Traffic Pattern Stalls: Nose Low, Nose High, Recoveries	Recovered to level flight expeditiously without stall or exceeding aircraft limitations and with minimum altitude loss. Used correct instru-ment flight references and procedures.	Was slow to analyze attitude or erratic in recovery to level flight. Was slow to recognize or use the proper power setting and configuration.	Failed to correctly analyze attitude or failed to recover using correct recovery procedures.
29	Area 27, Slow Flight	Airspeed was – 0 to + 5 KIAS of desired airspeed.	Airspeed was – 5 to + 10 KIAS of desired airspeed.	Maintained deviations in excess of Q- criteria.
30	Area 28, Flight Characteristics Demonstration	Performed maneuvers IAW AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Made minor deviations from prescribed procedures, but maintained safe accomplishment and effectiveness of demonstration.	Made major deviations from prescribed procedures which potentially detracted from safe mission accomplishment or effectiveness of demonstration.
31	Area 29, Letdown and Traffic Entry	Performed letdown as published or directed and complied with all instructions or directives.	Minor deviations in airspeed and navigation occurred during completion of letdown.	Failed to comply with published directed letdown instructions or directives.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
32	Area 30-34, Tactical Pattern, Rectangular Pattern, Straight-In Pattern, 30 Flap Pattern/Landing, 10 Flap Pattern/ Landing	Arrived ± 1/2 NM from desired rollout point from final turn to final on proper glidepath. Prior to threshold, maintained + 10/– 0 KIAS of tech order airspeed. Arrived + 10/– 0 at threshold. Touchdown was in prescribed landing zone. Maintained runway center line ± 10 feet.	Arrived ± 1 NM from desired rollout point from final turn to final on proper glidepath. Prior to threshold, maintained + 20/– 0 KIAS of tech order air-speeds. Arrived no less than – 5 KIAS slow, but not greater than + 15 KIAS at threshold. Touchdown was out-side prescribed landing zone, but did not impact safety of flight. Maintained runway center line ± 30 feet.	Exceeded Q- criteria.
33	Area 35-36, Single-Engine Pattern/Landing, No Flap Pattern/Landing	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed or AOA. Flew approach compatible with the situation. Adjusted approach for type of emergency simulated.	Made minor procedural errors. Erratic airspeed or AOA control. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed or AOA control compounded problems associated with the emergency. Flew an approach that was incompatible with the simulated emergency. Did not adjust approach for simulated emergency.
34	Area 37, Touch-and-Go Procedures	Touchdown was in prescribed landing zone. On the runway, reconfigured aircraft in a timely manner. Maintained runway center line ± 10 feet.	Touchdown was outside prescribed landing zone, but did not impact safety of flight. Reconfiguration was unnecessarily delayed, but did not impact safety of flight. Maintained runway center line ± 30 feet.	Touchdown was outside prescribed landing zone which potentially impacted safety of flight. Reconfiguration was delayed or used incorrect procedures. Exceeded Q- criteria.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
35	Area 38-39, Go Around, Single Engine Go Around (note 1)	Initiated and performed go around promptly IAW flight manual and operational procedures and directives.	Was slow to initiate go around or procedural steps.	Did not self-initiate go around when appropriate or directed. Techniques unsafe or applied incorrect procedures.
36	Area 40, Breakout and Reentry	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed or AOA and altitude.	Made minor procedural errors. Erratic airspeed or AOA and altitude control. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed or AOA and altitude control compromised safety.
37	Area 41, En Route Aircraft Control	Maintained smooth, positive aircraft control at all times. Complied with basic aircraft control requirements in **Figure 1.**	Late control inputs resulted in occasional deviations from aircraft control requirements in **Figure 1.**	Consistently exceeded Q- criteria in **Figure 1.**
38	Area 42, Fix to Fix	Small, infrequent heading changes positioned aircraft ± 3 miles of desired fix.	Frequent or large heading changes, reached fix ± 4 miles.	Exceeded Q- criteria.
39	Area 43, Holding	Performed entry and holding according to published procedures and directives.	Made minor deviations from prescribed procedures, but safely accomplished the procedure.	Holding was not according to published procedures and directives.
40	Area 44, Penetration	Performed the penetration and approach as published or directed and according to applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.	Performed the penetration and approach with minor deviations. Complied with all restrictions. Was slow to make corrections.	Performed the penetration and approach with major deviations. Made erratic corrections.
41	Area 45, En Route Descent	Performed descent as directed, complied with all restrictions.	Performed descent as directed with minor deviations.	Performed descent with major deviations.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
42	Area 46-48, Precision Approach, ILS, and PAR	Performed procedures as published and according to applicable flight manual. Made smooth and timely corrections to azimuth and glide slope. Complied with decision height and position which would have permitted a safe landing. Airspeed was – 0 to + 10 knots. Glideslope or azimuth was within one dot. For PAR, heading was ± 5 degree of controller instruction, did not exceed "well left/right" of course, and did not exceed "well above/ below" glidepath.	Performed procedures with minor deviations. Was slow to make corrections or initiate procedures. Position would have permitted a safe landing. Airspeed was – 5 to + 15 knots. Glideslope within one dot low or two dots high. Azimuth was within two dots. Initiated missed approach (if applicable) at decision height, – 0 to + 50 feet. For PAR, heading was ± 10 degrees of controller instruction, consistently maintained "well left/right" of course, but did not have approach terminated by controller, and consistently maintained "well above/ below" glidepath, but did not have approach terminated by controller.	Performed procedures with major deviations. Made erratic corrections. Exceeded Q- limits. Did not comply with decision height or position at decision height would not have permitted a safe landing. For PAR, exceeded Q- limits or approach was terminated by controller.
43	Area 49, Nonprecision Approach	Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at MDA at or before VDP and MAP. Position would have permitted a safe landing.	Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing.	Did not comply with published or directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA. Could not land safely from the approach.

ITEM	A	B	C	D
		Grading Criteria		
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44	Area 50, ASR	Maintained ± 5 degrees of assigned heading. Did not exceed "well left/right" of course.	Maintained ± 10 degrees of assigned heading. Consistently maintained "well left/ right" of course, but did not have approach terminated by controller.	Exceeded Q- criteria or approach was terminated by controller.
45	Area 51, TACAN/ VOR	Maintained ± 4 degrees of course center line.	Maintained ± 8 degrees of course center line.	Exceeded Q- criteria.
46	Area 52, Localizer	Maintained ± 1 dot width of course center line.	Maintained ± 2 dot width of course center line.	Exceeded Q- criteria.
47	Area 53, Global Positioning System	Maintained ± 1 dot width of course center line.	Maintained ± 2 dot width of course center line.	Exceeded Q- criteria.
48	Area 54, Localizer Backcourse Approach	Maintained ± 1 dot width of course center line.	Maintained ± 2 dot width of course center line.	Exceeded Q- criteria.
49	Area 55, NDB	Maintained ± 4 degrees of course center line.	Maintained ± 8 degrees of course center line.	Exceeded Q- criteria.
50	Area 56, Single Engine Approach (note 2)	Used sound judgment. Configured at the appropriate position or altitude. Flew final based on recommended procedures, airspeed or AOA, and glidepath. Had smooth, positive control of aircraft. Touchdown point was according to applicable guidance and permitted safe stopping in available runway.	Safety was not compromised. Configured at a position and altitude that allowed for a safe approach. Could have landed safely with the following deviations: minor deviations from recommended procedures, airspeed or AOA, and altitudes; and unnecessary maneuvering due to minor errors in planning or judgment.	Judgment unsafe. Major deviations from recommended procedures, airspeed or AOA, and altitudes. Required excessive maneuvering. Could not have landed safely. Touchdown point was not according to applicable guidance and would not allow for safe stopping on available runway.
51	Area 57, No Gyro Approach	Made smooth and timely corrections to azimuth and glideslope.	Slow to make corrections to azimuth and glideslope.	Approach was terminated by controller or would not allow for safe landing.

ITEM	A	B	C	D
		Grading Criteria		
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52	Area 58, Low Altitude Approach	Performed the low altitude approach as published or directed and according to applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.	Performed the low altitude approach with minor deviations. Complied with all restrictions. Was slow to make corrections.	Performed the low altitude approach with major deviations. Made erratic corrections.
53	Area 59, Circling Approach	Performed circling approach according to procedures and techniques outlined in the flight manual and AFMAN 11-217, Volume 1. Aircraft control was positive and smooth. Had proper runway alignment.	Performed circling approach with minor deviations to procedures and techniques outlined in the flight manual and AFMAN 11-217, Volume 1. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but go around was not required.	Circling approach was not performed according to procedures and techniques outlined in the flight manual and AFMAN 11-217, Volume 1. Had erratic aircraft control. Large deviations in runway alignment required go around.
54	Area 60-61, Missed Approach, Single Engine Missed Approach (note 1)	Executed missed approach as published or directed. Completed all procedures according to applicable flight manual.	Executed missed approach with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach with major deviations or did not comply with applicable directives.
55	Area 62, Transition to Land/Landing	Smoothly transitioned to the landing phase. Transition was timely and appropriate tran-sition based on altitude and distance that the runway environment was visually acquired.	Made a slow transition to the landing phase. Excessive power and pitch inputs resulted in a long or short landing.	Made a late transition to the landing phase. Excessive power and pitch inputs resulted in an excessively long or short landing. Unable to land out of the approach.
56	Area 63, Chart Preparation	Prepared chart according to applicable directives.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
57	Area 64, Route Entry	Arrived at entry point within 1 NM radius.	Arrived at entry point within 3 NM or route corridor whichever was less.	Exceeded Q- criteria.
58	Area 65, Altitude Control	Maintained 500 - 1,000 feet AGL unless obstacles or safety dictated.	Maintained 500 - 1,500 feet AGL unless obstacles or safety dictated.	Exceeded Q- criteria.
59	Area 66, Time Control	Arrived over checkpoint, initial point, or drop zone within 1 minute of planned time.	Arrived over checkpoint, initial point, or drop zone within 2 minutes of planned time.	Exceeded Q- criteria.
60	Area 67-70, Course Control, Wind Analysis, DR Procedures, Terrain Reading	Maintained course ± 2 NM of planned course or route width, whichever was less.	Maintained course within route corridor.	Exceeded Q- criteria.
61	Area 71, In-flight Data/Fuel Procedures	Made timely and accurate updates based on flight conditions.	Was slow to compute necessary in-flight updates.	In-flight fuel checks were omitted where necessary for the safe conduct of the mission.
62	Area 72, Maintaining Course (VFR)	Maintained ± 5 miles.	Maintained ± 10 miles.	Exceeded Q- criteria.
63	Area 73, VFR Arrival	Performed VFR arrival according to procedures and techniques outlined in the flight manual, operational procedures, and local directives.	Performed VFR arrival with minor deviations to procedures and techniques outlined in the flight manual, operational procedures, and local directives.	VFR arrival was not performed according to procedures and techniques outlined in the flight manual, operational procedures, and local directives.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
64	Area 74, VFR Pattern/ Landing	Performed patterns or landings according to procedures and techniques outlined in the flight manual, operational procedures, and local directives. Aircraft control was smooth and positive. Accurately aligned with runway. Maintained proper or briefed airspeed or AOA. Airspeed was – 0 to + 10 knots.	Performed patterns or landings with minor deviations to procedures and techniques outlined in the flight manual, operational procedures, and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Was slow to correct to proper or briefed airspeed or AOA. Airspeed was – 5 to + 15 knots.	Patterns not performed according to procedures and techniques outlined in the flight manual, operational procedures, and local directives. Erratic aircraft control. Large deviations in runway alignment. Exceeded Q- parameters.
65	Area 75, IFR Approach/ Landing	Performed procedures as published or directed and according to flight manual. Smooth and timely response to controller instruction.	Performed procedures with minor deviations. Slow to respond to controller instruction.	Performed procedures with major deviations or erratic corrections. Failed to comply with controller instruction.
66	Area 76, Position Change	Lead was decisive and clearly directed lead change, with wingman in an appropriate position according to applicable flight manuals.	Lead was slow to position the aircraft to perform the lead change.	Excessive time was taken to accomplish lead change. Procedure was not conducted according to directives.
67	Area 77-78, Breakout, Lost Wingman	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
68	Area 79, Takeoff (Lead)	Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques.	Made minor flight manual procedural or technique deviations. Control was rough or erratic.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear too early. Failed to establish proper climb attitude. Over-controlled aircraft resulted in excessive deviations from intended flightpath.
69	Area 80, Departure (Lead)	Smooth on controls. Excellent wingman consideration.	Occasionally rough on controls. Not unsafe; but lack of wingman consideration made it difficult for wingman to maintain position.	Rough on the controls. Did not consider wingman.
70	Area 81, En Route Procedures/ Planning (Lead)	Maneuvered aircraft with a basic understanding of situational awareness and energy level.	Limited flight management. In-flight decisions delayed mission accomplishment or degraded training benefit. Occasionally rough on controls. Not unsafe, but resulted in difficulty for wingman to maintain position. Did not always plan ahead and or hesitated in making decisions. Some minor deviations occurred.	Exceeded Q- criteria.
71	Area 82, Visual Formation (Lead)	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
72	Area 83, Offset Trail (Lead)	Smoothly accomplished to Level 3 profile according to AETCMAN 11-203 (projected to be AFTTP 3-3XX). Monitored wingman's position.	Limited flight management. In-flight decisions delayed mission accomplishment or degraded training. Occasionally rough on controls. Not unsafe, but resulted in difficulty for wingman to maintain position. Did not always plan ahead and or hesitated in making decisions. Some minor deviations occurred.	Exceeded Q- criteria.
73	Area 84-85, Cell Formation (Lead), Rejoins (Lead)	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.
74	Area 86, En Route Descent/ Traffic Entry (Lead)	Performed descent and traffic entry as published or directed and complied with all restrictions or directives.	Minor deviations in airspeed and navigation occurred during descent and traffic entry.	Failed to comply with published or directed descent and traffic entry instructions or directives.
75	Area 87, Formation Approach/Drag (Lead)	Smooth on controls and considered wingman. Complied with formation approach procedures. Flew approach as published or directed.	Occasionally rough on the controls. Not unsafe, but made it difficult for wingman to maintain position. Had some procedural deviations. Was slow to comply with published procedures.	Did not monitor wingman's position or configuration. Rough on the controls. Made no consideration for wingman. Placed wingman in unsafe situation. Made major deviations in procedures. Did not fly approach as published or directed. Could not land from approach.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
76	Area 88, Interval Takeoff/ Rejoin (Wing)	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.
77	Area 89, Visual Formation (Wing)	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.
78	Area 90, Offset Trail (Wing)	Recognized changes in aspect, angleoff, closure, and range from lead aircraft. Recognized need for position corrections and maneuvered appropriately to maintain or regain position within prescribed parameters. Maintained or regained sight of lead aircraft.	Varied position considerably. Overcontrolled. Had some procedural deviations.	Exceeded Q- criteria.
79	Area 91-93, (Wing) Cell Formation, Turning Rejoin, Straight-Ahead Rejoin	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplishment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.
80	Area 94, Formation Approach/Drag (Wing)	Maintained position with only momentary deviations. Made smooth and immediate corrections. Maintained safe separation and complied with procedures and lead's instructions.	Varied position considerably. Overcontrolled.	Made abrupt position corrections. Did not maintain safe separation. Made unsafe wing position and or procedural deviations.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
81	Area 95, Simulated Air-drop (Lead)	Maintained + 100/– 0 feet of briefed airdrop altitude. Maintained + 10/– 0 KIAS of briefed drop airspeed.	Maintained + 200/– 0 feet of briefed airdrop altitude. Had no greater than – 5 KIAS, but less than + 15 KIAS of briefed drop altitude.	Exceeded Q- criteria.
82	Area 96, Simulated Air-drop (Wing)	Maintained + 100/– 0 feet of briefed airdrop altitude. Maintained + 10/– 0 KIAS of briefed drop airspeed.	Maintained + 200/– 0 feet of briefed airdrop altitude. Had no greater than – 5 KIAS, but less than + 15 KIAS of briefed drop altitude.	Exceeded Q- criteria.
83	Area 97-100, Turn Range/Off-set Computation, A/R Procedures -Tanker, A/R Pro-cedures - Receiver, Overrun	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplish-ment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.
84	Area 101, Precontact	Precontact position for aft was ± 15 feet, verti-cal was ± 5 feet, and lateral was ± 10°.	Precontact position for aft was ± 25 feet, verti-cal was ± 10 feet, and lateral was ± 15°.	Exceeded Q- criteria.
85	Area 102, Contact	Contact position for aft was ± 6 feet, vertical was ± 5 feet, and lateral was ± 10°.	Contact position for aft was ± 10 feet, vertical was ± 10 feet, and lat-eral was ± 15°.	Exceeded Q- criteria.
86	Area 103, Breakaway	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplish-ment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.
87	Area 104-105, Simulated Bom-brun (Lead/Wing)	Performed maneuvers IAW with AETCMAN 11-203 (projected to be AFTTP 3-3XX).	Minor errors occurred, but detracted from maneuver accomplish-ment or safe flight operations.	Major deviations occurred, was unable to perform maneuver, compromised safety in an attempt to complete maneuver.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
88	Area 106, Emergency Procedures	Displayed correct, immediate response to BOLDFACE or CAPs and non-BOLDFACE emergency situations. Effectively used checklist.	Response to BOLDFACE or CAPs emergencies was correct. Response to certain areas of non-BOLDFACE emergencies or follow-on steps to BOLDFACE procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made an incorrect response for BOLDFACE or CAPs emergency. Was unable to analyze problems or take corrective action. Did not use checklist, or lacked acceptable familiarity with its arrangement or contents.
89	Area 107, General Knowledge: a. Aircraft General	Demonstrated thorough knowledge of aircraft systems, limitations, and performance characteristics.	Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
90	b. Flight Rules/ Procedures	Had a thorough knowledge of flight rules and procedures.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules and procedures.
91	Area 108, Instruction: a. Briefing/ Debriefing	Presented a comprehensive, instructional briefing or debriefing which encompassed all mission events. Made excellent use of training aids. Gave an excellent analysis of all events or maneuvers. Clearly defined objectives.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was below the caliber of that expected of instructors. Failed to define mission objectives.

ITEM	A	B	C	D
		Grading Criteria		
	Grading Area	Q	Q-	U
92	b. Demonstration of Maneuvers	Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below average instructor proficiency.
93	c. Instructor Knowledge	Demonstrated indepth knowledge of procedures; requirements; aircraft systems, performance, or characteristics; mission; and tactics beyond that expected of noninstructors.	Had deficiencies in depth of knowledge of procedures; requirements; aircraft systems, performance, or characteristics; mission; or tactics.	Was unfamiliar with procedures; requirements; aircraft systems, performance, or characteristics; mission; or tactics. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.
94	d. Ability to Instruct	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Did not remain aware of aircraft or mission situation at all times.
95	e. Grading Practices	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

4.2.2. If the examinee receives an unqualified grade in any of the critical areas identified in this publication, an overall unqualified grade will be assigned.

4.2.3. FE judgment will be the determining factor in arriving at the overall grade.

4.2.4. Use the following grading criteria to grade individual items on all evaluations:

4.2.4.1. (Q). Performance is correct. Quickly recognizes and corrects errors.

4.2.4.2. (Q-). Performance is safe but indicates limited proficiency. Makes errors of omission or commission.

4.2.4.3. (U). Performance is unsafe or indicates lack of knowledge or ability.

4.2.5. The general evaluation criteria in **Figure 1.** applies during all phases of flight (except as noted for specific events and instrument final approaches).

Figure 1. General Evaluation Criteria.

Q	Q-	U
Altitude +/- 100 feet	Altitude +/- 300 feet	Exceeded Q- limits
Airspeed +/- 10 KIAS	Airspeed +/- 20 KIAS	
Course +/- 5 degrees/3 NM (whichever is greater)	Course +/- 10 degrees/5 NM (whichever is greater)	
Arc +/- 1 NM	Arc +/- 3 NM	

5. Emergency Procedures Evaluation. If available and configured appropriately, a flight simulator may be used to conduct the requisite EPE for the instrument/qualification evaluation. If a simulator is not used, the EPE will be conducted in an appropriate CPT. If a CPT is not used, the EPE will be given orally.

5.1. Include the following items on EPEs:

5.1.1. Aircraft general knowledge.

5.1.2. Emergency procedures. Evaluate all BOLDFACE procedures and a minimum of one emergency procedure per phase of flight.

5.1.3. Unusual attitude recoveries.

5.1.4. A minimum of one approach and use of standby or emergency instruments.

5.1.5. Alternate or divert airfields. Evaluate a minimum of one approach at other than home base.

5.2. For EPEs graded qualified with additional training, the FE will indicate whether the additional training must be accomplished before the next flight. Additional training and reevaluations will be accomplished according to AFI 11-202, Volume 2.

6. Completion of AF Form 8:

6.1. Record and certify aircrew member qualification using the AF Form 8 in accordance with AFI 11-202, Volume 2.

6.2. Place all comments, with the exception of restrictions and exceptionally qualified designation (if used), on the reverse side of the AF Form 8.

6.3. All mission evaluations whether transition, formation airdrop, formation air refueling, formation bombrun, or navigation/low level, will be logged as "MSN" evaluations in the Flight Phase block of the AF Form 8. Additional clarification as to the specific type of mission evaluation will be included in the Mission Description section of the Comments block.

7. Records Disposition. Dispose of records according to AFMAN 37-139**,** *Records Disposition Schedule.*

Section B—Evaluation Requirements

8. Guidelines:

8.1. All evaluations will follow the guidelines set in AFI 11-202, Volume 2, Chapter 4. Pilot evaluation requirements are shown in **Table 2.** of this instruction. They are divided into the following areas: instrument/qualification, transition, formation airdrop, formation air refueling, formation bombrun, and navigation/low-level navigation. Use all areas for criteria applicable to the events performed on the evaluation.

8.1.1. Ensure that cockpit/crew resource management (CRM) skills are debriefed for all evaluations using AF Form 4031, **CRM Skills Criteria Training/Evaluation Form.** Forward AF Forms 4031 to the unit CRM program manager for trend analysis.

8.2. Areas indicated in **Table 2.** with an "R" are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. However, if it is impossible to accomplish a required area in flight, the FE may elect to evaluate the areas by an alternate method (for example, simulator, CPT, orally, etc.) in order to complete the evaluation. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

8.3. Areas indicated in **Table 2.** with an asterisk (*) are critical items for that evaluation.

Table 2. Pilot Evaluations.

ITEM	A	B	C	D	E	F	G	H
			Type of Evaluation (see legend)					
	Area	Title	1	2	3	4	5	6
PREFLIGHT								
1	1	Publications	R	R	R	R	R	R
2	2	Mission Planning	R	R	R	R	R	R
3	3	Chart Preparation			R		R	
4	4	Briefing	R	R	R	R	R	R
5	5	Ground Operations	R	R	R	R	R	R
GENERAL								
6	6	Takeoff	R					
7	7	Departure	R					
8	8	Course/Arc Maintenance	R					
9	9	En Route Procedures	R	R	R	R	R	R
10	10	In-flight Planning	R	R	R	R	R	R
11	11	Clearing	R	R	R	R	R	R
12	12	Checklist Procedures	R	R	R	R	R	R
13	13	Communication/IFF Procedures	R	R	R	R	R	R
14	14	Cockpit Systems Operations	R	R	R	R	R	R
15	15	Crew Coordination/Flight Integrity	R	R	R	R	R	R
16	16	Risk Management/Decisionmaking	R	R	R	R	R	R
17	17	Task Management	R	R	R	R	R	R
18	18	Situational Awareness*	R	R	R	R	R	R
19	19	Airmanship *	R	R	R	R	R	R
20	20	Safety *	R	R	R	R	R	R
TRANSITION								
21	21	Steep Turns						
22	22	Vertical S						
23	23	Unusual Attitudes	R					
24	24	Traffic Pattern Stalls	R					
25	25	Nose Low Recovery						
26	26	Nose High Recovery						
27	27	Slow Flight						
28	28	Flight Characteristics Demonstration						
29	29	Letdown and Traffic Entry						
30	30	Tactical Pattern						
31	31	Rectangular Pattern						
32	32	Straight-In Pattern						
33	33	30 Flap Pattern/Landing	R					
34	34	10 Flap Pattern/Landing						
35	35	Single Engine Pattern/Landing	R					
36	36	No Flap Pattern/Landing	R					
37	37	Touch-and-Go Procedures						
38	38	Go Around						

ITEM	Area	Title	C	D	E	F	G	H
			Type of Evaluation (see legend)					
			1	2	3	4	5	6
39	39	Single-Engine Go-Around (note 1)	R					
40	40	Breakout and Re-entry						
TRANSITION/NAVIGATION								
41	41	En Route Aircraft Control	R					
42	42	Fix to Fix	R					
43	43	Holding	R					
44	44	Penetration						
45	45	En Route Descent						
46	46	Precision Approach	R					
47	47	Instrument Landing System (ILS)						
48	48	Precision Approach Radar (PAR)						
49	49	Nonprecision Approach	R					
50	50	Approach Surveillance Radar (ASR)						
51	51	TACAN/VOR						
52	52	Localizer						
53	53	Global Positioning System						
54	54	Localizer Backcourse Approach						
55	55	Nondirectional Beacon (NDB)						
56	56	Single Engine Approach (note 2)	R					
57	57	No Gyro Approach						
58	58	Low-Altitude Approach						
59	59	Circling Approach						
60	60	Missed Approach	R					
61	61	Single Engine Missed Approach (note 1)	R					
62	62	Transition to Land/Landing	R					
LOW-LEVEL NAVIGATION								
63	63	Chart Preparation			R		R	
64	64	Route Entry			R		R	
65	65	Altitude Control			R		R	
66	66	Time Control			R		R	
67	67	Course Control			R		R	
68	68	Wind Analysis			R		R	
69	69	Dead Reckoning (DR) Procedures			R		R	
70	70	Terrain Reading			R		R	
71	71	In-flight Data/Fuel Procedures			R		R	
72	72	Maintaining Course (VFR)						
73	73	VFR Arrival						
74	74	VFR Pattern/Landing						
75	75	IFR Approach/Landing						
FORMATION – GENERAL								
76	76	Position Change						
77	77	Breakout						

ITEM	A Area	B Title	C	D	E	F	G	H
			Type of Evaluation (see legend)					
			1	2	3	4	5	6
78	78	Lost Wingman						
FORMATION – LEAD								
79	79	Takeoff						
80	80	Departure						
81	81	En Route Procedures/Planning						
82	82	Visual Formation						
83	83	Offset Trail						
84	84	Cell Formation						
85	85	Rejoins						
86	86	En Route Descent/Traffic Entry						
87	87	Formation Approach/Drag						
FORMATION – WING								
88	88	Interval Takeoff/Rejoin						
89	89	Visual Formation			R		R	
90	90	Offset Trail			R		R	
91	91	Cell Formation						
92	92	Turning Rejoin						
93	93	Straight-Ahead Rejoin						
94	94	Formation Approach/Drag						
AIRDROP								
95	95	Simulated Airdrop – Lead			R			
96	96	Simulated Airdrop – Wing			R			
AIR REFUELING								
97	97	Turn Range/Offset Computation				R	R	
98	98	A/R Procedures – Tanker				R	R	
99	99	A/R Procedures – Receiver				R	R	
100	100	Overrun						
101	101	Precontact				R	R	
102	102	Contact				R	R	
103	103	Breakaway						
BOMBRUN								
104	104	Simulated Bombrun-Lead					R	
105	105	Simulated Bombrun-Wing					R	
POST FLIGHT								
106	106	Emergency Procedures	R	R	R	R	R	R
107	107	General Knowledge	R	R	R	R	R	R
108	108	Instruction	R	R	R	R	R	R

LEGEND:

1 - Pilot Instrument/Qualification Evaluation

2 - Pilot Transition Mission Evaluation

3 - Pilot Formation Airdrop Mission Evaluation

4 - Pilot Formation Air Refueling Mission Evaluation

5 - Pilot Formation Bombrun Mission Evaluation

6 - Pilot Navigation/Low-Level Mission Evaluation

R - Required Area

* - Critical Area

NOTES:

1. Either a single engine go-around or single engine missed approach must be flown.

2. Single engine approach must be flown, but may also be counted as a precision or nonprecision approach.

9. Pilot Instrument/Qualification Evaluation:

9.1. Requisites. A mission flown according to instrument flight rules (IFR) fulfills the objective of the instrument/qualification evaluation. To the maximum extent possible, this evaluation will include approaches at airfields other than the examinee's home field. The examinee will complete the following requisites:

9.1.1. Instrument refresher course (IRC) training.

9.1.2. Instrument examination.

9.1.3. Closed and open-book qualification examinations.

9.1.4. EPE.

9.1.5. BOLDFACE examination.

9.2. Publications Check. Publications that will be checked during the evaluation are technical order (T.O.) T.O. 1T-1A-1, *Flight Manual*, T.O. 1T-1A-1-1, *Flight Manual Appendix 1 Performance Data*, T.O. 1T-1A-1CL-1, *Flight Crew Abbreviated Checklist*, and the local in-flight guide.

10. Pilot Mission Evaluation:

10.1. Scenarios that represent unit tasking satisfy the requirements of this evaluation. The profiles will be designed to evaluate the training, flight position, and special qualifications as well as basic airmanship of the examinee. Initial mission evaluations will be given in the primary mission of the unit.

10.2. To the maximum extent possible, instructor pilots (IP) and flight leads (FL) will brief and lead the mission. The FE may require the FL to fly the wing position to perform events from the wing position.

10.3. Minimum ground phase requisites are an EPE and BOLDFACE. If the instrument/qualification and mission evaluation eligibility periods overlap, a single EPE fulfills each requirement if it is accomplished within both eligibility periods. (A separate BOLDFACE examination is required for each evaluation.)

10.4. Examinees will only be evaluated on those missions routinely performed by the pilot and at a performance level for which they are qualified.

10.5. T-1A mission areas are transition, airdrop, air refueling, bombrun, and navigation/low level.

10.6. Qualification and mission evaluations may be combined into a single evaluation provided all required items in **Table 2.** can be accomplished in accordance with paragraph **8.2.** of this instruction.

11. Formal Course Evaluation. Syllabus evaluations will be flown according to syllabus mission profile guidelines (if stated) or on a mission profile developed from syllabus training objectives. To complete the evaluation, formal course guidelines may be modified, based on local operating considerations or FE judgment. Syllabus tasks not addressed in Section C will be evaluated using criterion-referenced objectives (CRO) from the appropriate syllabus.

12. Instructor Evaluation. Conduct instructor evaluations according to AFI 11-202, Volume 2, Chapter 4. Include a thorough evaluation of the examinee's instructor knowledge and ability in the flight evaluations.

Section C—Evaluation Criteria

13. Evaluations:

13.1. To initially qualify as an instructor, the pilot must successfully complete a dedicated initial instructor evaluation. Subsequently, crewmembers designated as instructors will be evaluated on their ability to instruct during all recurring evaluations. Accomplish instructor evaluations on actual instructional missions whenever possible. When students are not available or mission requirements or crew composition prevent inclusion of students, the FE may serve as the student for the purpose of evaluating the examinee's instructional ability.

13.2. During T-1A mission evaluations and instrument qualification evaluations, examinees will occupy the crew position they normally occupy when performing instructor duties.

MARVIN R. ESMOND, Lt General, USAF
DCS/Air & Space Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2T-1, Volume 1, *T-1A Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFMAN 11-217, Volume 1, *Instrument Flight Procedures*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFMAN 37-139, *Records Disposition Schedule*

T.O. 1T-1A-1, *Flight Manual*

T.O. 1T-1A-1-1, *Flight Manual Appendix 1 Performance Data*

T.O. 1T-1A-1CL-1, *Flight Crew Abbreviated Checklist*

AETCMAN 11-203, *Mission Employment--T-1A Aircrew Procedures* (projected to be AFTTP 3-3XX)

Abbreviations and Acronyms

AFORMS—Air Force Operations Resource Management System

AGL—above ground level

AOA—angle of attack

ASR—approach surveillance radar

CAP—critical action procedure

CPT—cockpit procedure trainer

CRM—cockpit/crew resource management

CRO—criterion-referenced objective

EPE—emergency procedure evaluation

FCIF—flight crew information file

FE—flight examiner

FL—flight lead

GPS—global positioning system

IFF—identification, friend or foe

IFR—instrument flight rules

ILS—instrument landing system

IRC—instrument refresher course

KIAS—knots indicated airspeed

MAJCOM—major command (USAF)

MAP—missed approach point

MDA—minimum descent altitude

NAVAID—navigational aid

NDB—nondirectional beacon

NM—nautical mile

OPR—office of primary responsibility

PAR—precision approach radar

stan/eval—standardization/evaluation

TACAN—tactical air navigation

T.O.—technical order

VDP—visual descent point

VFR—visual flight rules

VOR—very high frequency omnidirectional range station