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C-5 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ AMC/DOVF
(Maj Rob Shepherd)

Certified by: HQ USAF/XOO
(Maj Gen Michael S. Kudlacz)
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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*. It establishes evaluation criteria for the operation of C-5 aircraft to safely and successfully accomplish their worldwide mobility missions safely and successfully. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and the appropriate MAJCOM supplement. This instruction is applicable to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

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This document is new and must be completely reviewed.

(DOVER) AFI 11-2C-5 Volume 2, 1 December 1999, is supplemented as follows:

NOTE: This supplement will be distributed to HQ AMC/21 AF OPRs, as applicable. In addition, it should not be less restrictive than the provisions of this or any other instructions without prior authorization from the appropriate HQ AMC/21 AF OPR.

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Chapter 1

GENERAL INFORMATION

1.1. General. This instruction provides flight examiners and aircrews with procedures and evaluation criteria/tolerances to be used during flight evaluations according to AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews. Evaluators use this AFI and the Master Task List/Evaluation Standards Document (MTL/ESD) when conducting aircrew evaluations. Instructors use this AFI and the MTL/ESD when preparing aircrews for qualification.

1.2. Applicability. This AFI is applicable to all individuals operating C-5 aircraft. Copies should be available to all aircrew members.

1.3. Key Words and Definitions.

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

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

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

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

1.4. Deviations and Waivers. Do not deviate from the policies and guidance in this AFI under normal circumstances, except for safety or when necessary to protect the crew or aircraft from a situation not covered by this AFI and immediate action is required. Report deviations or exceptions without waiver through channels to MAJCOM standardization/evaluation function who, in turn, notifies lead command for follow-on action, if necessary.

1.4.1. Waiver authority for the contents of this document is lead command, which in turn, delegates MAJCOM/DO as waiver authority according to AFI 11-202V2, and the appropriate MAJCOM supplement.

1.4.2. MAJCOM/DOs forward a copy of approved long-term waivers to this instruction to lead command for follow-on action, if required.

1.5. Supplements and Local Procedures. This AFI is a basic directive. Each user MAJCOM may supplement this AFI according to AFPD 11-2, *Aircraft Rules and Procedures.* Limit supplements information to unique requirements only. MAJCOMs may specify unique evaluation items in their appropriate supplement (units use **Chapter 6**). Supplements and local procedures will not be less restrictive than the provisions of this AFI or the appropriate flight manual.

1.5.1. Supplement Coordination Process. Forward MAJCOM/DO-approved supplements, with attached AF Form 673, **Request to Issue Publication,** to lead command (HQ AMC/DO) for review. HQ AMC/DO will provide a recommendation and forward to HQ USAF/XOOT for approval (according to AFPD 11-2). Use the following OPR's address: HQ AMC/DOV, 402 Scott Dr., Unit 3A1, Scott

AFB IL, 62225-5302. When supplements are published, send a final copy to HQ USAF/XOOT and lead command (HQ AMC/DOV).

1.5.2. If necessary, request and include approved long-term waivers to this AFI (including, approval authority, date, and expiration date) in the appropriate MAJCOM supplement.

1.5.3. Local Procedures Coordination. Units send a copy of **Chapter 6** to the appropriate NAF (if applicable) for coordination and approval. If a NAF is not applicable, the unit will send a copy to the parent MAJCOM/DO for coordination and approval. When local procedures are published, notify or send a final copy to lead command, parent MAJCOM, and appropriate NAF, if applicable.

1.6. Requisition and Distribution Procedures. Order this AFI through the servicing publications distribution office (PDO). Unit commanders should provide copies for all aircrew members and associated support personnel.

1.7. Improvement Recommendations. Send comments and suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through channels to HQ AMC/DOV, 402 Scott Drive Unit 3A1, Scott AFB IL, 62225-5302 according to AFI 11-215, *Flight Manual Procedures,* and MAJCOM Supplement.

1.8. Evaluations. This instruction establishes standardized instrument, qualification, mission, and instructor evaluation criteria. It also establishes the areas/subareas necessary for the successful completion of evaluations, and which required areas/subareas will be considered critical or non-critical.

1.9. Evaluation Requirements. Accomplish evaluations concurrently whenever practical. Crew resource management (CRM) skills will be evaluated on all evaluations. C-5 aircrew members will complete the following evaluations at 17-month frequency in AFI 11-202V2 and the appropriate MAJCOM supplement:

1.9.1. Instrument (INSTM) Evaluation. All C-5 pilots will successfully complete a periodic instrument evaluation including the requisite instrument refresher course (IRC) and open-book written instrument examination according to AFMAN 11-210, *Instrument Refresher Course Program*, and an aircrew training device (ATD)/flight evaluation.

1.9.2. Qualification (QUAL) Evaluation. All C-5 crew members will successfully complete a periodic qualification evaluation including the requisite open-book, closed-book, Boldface written examinations, emergency procedures evaluation (EPE), and ATD/flight evaluation. All C-5 navigators will complete the requisite IRC and open book written instrument examination according to AFMAN 11-210 in conjunction with their qualification evaluation.

1.9.2.1. The C-5 simulator (SIM) may be used in conjunction with all qualification/mission, instrument, and emergency procedures evaluations. Perform evaluations in an approved simulator with an Air Force flight examiner (not a contractor). Evaluations will consist of all areas that can be realistically accomplished and are ATD creditable per AFI 11-2C-5V1, *C-5 Aircrew Training*.

1.9.3. Mission (MSN) Evaluation. All C-5 crewmembers will complete a mission evaluation. Crew members complete all tasks required in the performance of normal operations and training sorties during a combined QUAL/MSN evaluation. Additional mission evaluations may be required for en route, air refueling (AR), airdrop, and special operations low level (SOLL) II. See specific aircrew

chapters for additional mission evaluation requirements. Additional mission evaluations should be as realistic as possible with a minimum of simulated events. Airdrop mission evaluations for all crew positions should include actual airdrop loads.

1.9.4. Instructor (INSTR) Evaluation. To initially qualify as an instructor in the C-5, aircrew members will successfully complete the appropriate initial instructor course and evaluation (see AFI 11-2C-5V1 for course requirements). Crew members will not normally receive their initial instructor evaluation in conjunction with the periodic INSTM/QUAL/MSN evaluations; however, subsequent evaluations may be combined, and instructors will be evaluated on their ability to instruct during all periodic evaluations. Crew members may re-align their initial instructor evaluation with the periodic INSTM/ QUAL/MSN evaluation; see specific aircrew chapter for requirements.

1.9.5. SPOT Evaluations. A SPOT is a type of evaluation not intended to satisfy the requirements of a periodic (i.e., INSTM, QUAL, MSN, or INSTR) evaluation. SPOT evaluations have no specific requisites or requirements unless specified in MAJCOM supplements or as specified in this AFI. See AFI 11-202V2 for options available to convert a SPOT evaluation to QUAL/MSN to meet periodic evaluation requirements.

1.9.6. Requalification (RQ). Use the prefix RQ when the evaluation is remedy for loss of qualification.

1.9.7. Emergency Procedures Evaluations (EPE). See AFI 11-202V2 and the following: Evaluate an aircrew member's knowledge of emergency procedures and systems knowledge for all initial, re-qualification and periodic qualification evaluations. The EPE will include areas commensurate with the examinee's crew qualification. See below and specific aircrew chapters of this AFI for additional EPE requirements.

1.9.7.1. Unit will develop and periodically maintain a list of EPE program requirements (topics, special interest, etc.) in **Chapter 6**. The EPE will include areas commensurate with the examinee's graduated training (e.g., initial, line, instructor or evaluator) or as specified in AFI 11-202V2 and MAJCOM supplement.

1.9.7.2. Examinees may use publications that are normally available in flight. The examinee must be able to recite all boldface items from memory and provide the initial steps of selected emergency procedures that would not allow time for reference.

1.9.7.3. Examinees receiving an overall EPE grade of unqualified will be placed in supervised status until recommended additional training and re-evaluation are completed. Examinees receiving an overall EPE grade of unqualified because of unsatisfactory boldface procedures will not be permitted to fly in their aircrew position until a successful re-evaluation is accomplished. Accomplish additional training IAW AFI 11-202V2.

1.9.8. Evaluation Prefixes. Use AFI 11-202V2 evaluation prefixes for AF Form 8, **Certificate of Aircrew Qualification**, and AF Form 942, **Record of Evaluation**.

1.9.8.1. Identify unique mission-type evaluation descriptions, (e.g., airdrop, SOLL II) on AF Form 8, "Examiner's Remarks, A. Mission Description."

1.9.8.2. Difference Evaluations. The phrase "difference" is used to describe the evaluation of one or more areas to meet qualification requirements. Normally, a difference evaluation will include areas that are different between aircraft models, systems, or operations not previously qualified to operate. A difference evaluation does not have expiration date established because the evaluation

does not satisfy the requirements for the "full" periodic evaluation. See crewmember's chapters for difference evaluation requirements.

1.9.8.2.1. For administrative purposes, annotate AF Form 8, flight phase as a SPOT evaluation (according to AFI 11-202V2) and paragraph **1.9.5.** above.

1.10. Grading Policies.

1.10.1. The overall qualification level awarded an evaluation is based on performance during both the flight and ground phases. This grade should be awarded only after all evaluation requirements have been completed and given due consideration.

1.10.2. To receive a qualified grade on an evaluation, the aircrew member must satisfy the criteria set forth for that evaluation and demonstrate ability to operate the aircraft and/or equipment safely and effectively during all phases of an evaluation.

1.10.3. Use the grading criteria in this instruction and the MTL/ESD to grade areas accomplished during an evaluation.

1.10.3.1. The flight examiner must grade the areas listed as "required" in the general and specific evaluation sections of this instruction.

1.10.3.2. The flight examiner may grade any area accomplished during an evaluation if performance in that area impacts the specific evaluation requirements or flight safety.

1.10.4. When in-flight evaluation of a required area is not possible, the area may be verbally evaluated or evaluated in an ATD. Flight examiners will make every effort to evaluate all required areas in flight before resorting to this provision. See the appropriate chapter for areas prohibited from verbal/ATD evaluation.

1.10.5. Grading criteria tolerances assume smooth air and stable aircraft conditions. Minor momentary deviations are acceptable, provided the examinee applies prompt corrective action and such deviations do not jeopardize flight safety. Consider cumulative deviations when determining the overall grade.

1.10.5.1. If the flight manual recommends a specific airspeed range for performance of a maneuver, the flight examiner will apply the grading criteria to the upper and lower limits of that range (pilots only).

1.10.5.2. Flight examiners will use the grading criteria in this instruction and the MTL/ESD to assist in determining proper grades, not to replace flight examiner judgement.

1.11. Grading System. ***NOTE:*** This paragraph for reference only and duplicates information in AFI 11-202V2 to allow the evaluator a single source instruction to conduct an evaluation. When a conflict occurs, use AFI 11-202V2.

1.11.1. Overall Qualification Levels.

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

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

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

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

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

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

1.11.1.2.2. A non-critical area/subarea grade of "U" was awarded.

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

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

1.11.1.3.1. An area grade of "U" awarded in a critical area requires an overall "Q-3" for the evaluation.

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

1.11.1.4. The flight examiner will indicate all appropriate restriction(s) and additional training on the AF Form 8, **Certificate of Aircrew Qualification**.

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

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

1.11.2.2. A "Q-" indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the flight examiner. Deviations from established standards must not exceed the prescribed "Q-" tolerances or jeopardize flight safety.

1.11.2.3. Assign a "U" area grade for any breach of flight discipline, performance outside allowable parameters or deviations from prescribed procedures/tolerances that adversely affected mission accomplishment or compromised flight safety. An examinee receiving an area grade of "U" normally requires additional training. When, in the judgment of the flight examiner, additional training will not constructively improve examinee's performance, it is not required. In this case, the flight examiner must thoroughly debrief the examinee.

1.11.3. Critical Areas. Critical areas require adequate accomplishment by the aircrew member in order to successfully achieve the mission objectives. If an aircrew member receives an unqualified grade in any critical area, the overall grade for the evaluation will also be unqualified. Critical areas are identified by "(**Critical)**" in the areas' title and shading of Q- block on the AF Form 3862, **Aircrew Evaluation Worksheet** (see examples at **Attachment 2**, **Attachment 3**, and **Attachment 4**).

1.12. Unsatisfactory Performance. ***NOTE:*** This paragraph for reference only and duplicates information in AFI 11-202V2, allowing the evaluator a single-source instruction for critical phases of the evaluation. When a conflict occurs, use AFI 11-202V2.

1.12.1. Conduct a thorough pre-mission briefing and post-mission debriefing to the examinee and applicable aircrew members on all aspects of the evaluation.

1.12.2. Immediately correct breaches of flying safety or flight discipline. When an examinee jeopardizes safety of flight, the evaluator may assume the duties of that aircrew member. This does not mean the flight examiner must assume the examinee's position any time unsatisfactory performance is observed.

1.12.3. Assign a qualification level of "Q-3" for unsatisfactory performance in any critical area/subarea or if the flight examiner assumes the examinee's duties.

1.12.4. Immediately notify the examinee's squadron commander/operations officer and flight commander, if available, when less than Q-1 performance is observed.

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

1.12.6. Flight examiners observing unsatisfactory performance by a crewmember other than the examinee (including one in a different crew position) will comply with the requirements in AFI 11-202V2.

1.13. Conduct of Evaluations.

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

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

1.13.2. Unless otherwise specified, flight examiners may conduct the evaluation in any crew position/seat that will best enable the flight examiner to observe the examinee's performance. If occupying a primary crew position, the evaluator will perform all duties required of that position (e.g., mandatory advisory calls, etc.).

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

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

1.13.3.2. The judgment of the flight examiner, guidance provided in AFI 11-202V2, and this instruction will be the determining factors in assigning an overall grade. The flight examiner will thoroughly critique all aspects of the flight. During the critique, the flight examiner will review the examinee's overall rating, specific deviations, area/subarea grades assigned, and any additional training required.

1.13.3.3. In the event of unsatisfactory performance, the flight examiner will determine additional training requirements. Normally, additional training should not be accomplished on the same flight.

EXCEPTION: Additional training on the same flight is allowed when unique situations presenting valuable training opportunities (e.g., thunderstorm avoidance, crosswind landings, etc.) exist. This option requires the utmost flight examiner discretion and judicious application. When used, the examinee must be informed of when the additional training begins and ends.

1.13.3.4. When evaluations are less than Q-1 performance, the flight examiner will debrief the examinee and examinee's commander (supervisor). Notify the squadron commander/operations officer and flight commander/chief, if available.

1.13.4. The ATD may be used to accomplish additional training and rechecks. Areas for additional training and rechecks should be limited to those areas that can be realistically accomplished in the ATD.

1.13.5. The flight examiner who administered the original evaluation should not normally administer the recheck.

1.14. Use of AF Form 3862, Aircrew Evaluation Worksheet. Units (normally OGV) will overprint AF Form 3862, using the examples at **Attachment 2**, **Attachment 3**, **Attachment 4** or **Attachment 5**, to use as an evaluation worksheet. Copy each title, area number and text (in the order illustrated), and shading to the appropriate blocks. Units may add special interest items and/or local evaluation requirements. Use the worksheet in flight to ensure all required areas are evaluated. Record positive and negative trend information and aircrew member's performance. File the worksheet or draft copy of the AF Form 8 in the aircrew member's Flight Evaluation Folder (FEF) immediately after the flight evaluation as a temporary record of the evaluation results. Maintain until the finished AF Form 8 is added to the FEF, then discard.

1.15. Aircrew Testing. See specific testing requirements in AFI 11-202V2 and include the following:

1.15.1. Formal training unit end-of-course (EOC) examinations may be credited toward written examination requirements provided they are administered as part of a formal syllabus and a passing score of 85 percent is attained. Individuals who do not receive a passing score of 85 percent will be required to complete the unit's open and closed book examinations.

1.15.2. Open Book Exam (Open Book). Conduct an open book exam consisting of 60 to 100 questions. A portion of the open book exam will include questions pertaining to each mission qualification held by the examinee (e.g., instructor, AR, SOLL II). See crew member chapters for additional testing requirement (if specified).

1.15.3. Closed Book Exam (Closed Book). The closed book examination should be administered before the initial (see EOC examination above) flight evaluation and subsequently with periodic flight evaluations. The closed book exam will consist of a minimum 20 questions derived from the Master Question File (MQF). Complete a boldface exam in conjunction with the close book exam, if applicable. See crew member chapters for additional testing requirements (if specified). 15AF/DOV and 21AF/DOV manage the C-5 MQF.

1.15.4. Instructor Open Book Exam (INIT INSTR Open Book). Complete EOC instructor examination, or if not available, conduct an INIT INSTR open book examination. The exam will be a minimum 20 questions derived from AFMAN 36-2236, *Guidebook for Air Force Instructors*, AFI

11-2C-5V1, AFI 11-2C-5V3, this AFI, and other applicable sources. The questions will be specific to instructor duties and scenario-based.

1.15.4.1. Subsequent (Periodic) Instructor Examinations. Include scenario-based instructor questions in the open book examination.

1.15.5. Instrument Exam. Pilots and navigators only, see AFI 11-202V2 instrument requirements.

1.16. Equivalent C-5 Model Aircraft. All models of the C-5 (i.e., C-5A, B, and C/SCM) are considered equivalent for the purposes of aircrew member qualification.

1.17. Typical C-5 Evaluation Profile(s). The unit will determine the evaluation profile(s) suitable for in-flight evaluations with unit OG/OGV approval (approval of the units' flying schedule satisfies this requirement). See specific aircrew chapters for en route, SOLL II, and airdrop mission profile requirements.

1.18. Senior Officer Requirements. See AFI 11-202V1, *Aircrew Training*.

Chapter 2

PILOT EVALUATIONS

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

2.2. Instrument Evaluations. Conduct C-5 instrument evaluations in conjunction with qualification evaluations.

2.3. Qualification/Mission Evaluations (Initial, Periodic and Requalification). Include all areas under GENERAL, QUALIFICATION/MISSION, and INSTRUMENT.

2.3.1. Evaluator Notes:

2.3.1.1. Evaluate copilots meeting the flying hour requirements in AFI 11-2C-5V1 and above on engine-out operations, engine-out landing and engine-out go-around/engine failure takeoff continued. Evaluate other pilots on all engine go-around. Evaluate only aircraft commanders (AC) and above on no flap landing.

2.3.1.2. Item 16, "Landing Roll / Braking / Reverse Thrust" must be evaluated during a full stop landing.

2.3.1.3. PAR may be evaluated in the ATD or verbally if not available in flight.

2.3.1.4. Aircraft commanders accomplish Cat II ILS approaches and landings from the left seat. Initial instrument/qualification evaluations require demonstration of a missed approach and a landing. Subsequent evaluations require one approach to either a missed approach or landing.

2.3.1.5. Two non-precision approaches should be evaluated; one is flown as a straight-in, the other as a circling approach.

2.3.1.6. Evaluate dual-seat qualified ACs and first pilots on at least one instrument approach and landing in both left and right seats.

2.3.1.7. Copilots will occupy the right seat for evaluations.

2.4. Additional Mission Evaluations.

2.4.1. Receiver A/R. All initial, periodic and re-qualification evaluations will include all areas under GENERAL and AIR REFUELING. Receiver A/R may also be evaluated in conjunction with a QUALIFICATION/MISSION/INSTRUMENT evaluation.

2.4.1.1. If evaluating a pilot for only receiver A/R qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "Receiver A/R-Qualified." Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION/ INSTRUMENT evaluation expiration date).

2.4.1.2. Rendezvous or closure from a minimum of 1 NM is required. Pilots will demonstrate sustained contacts. Evaluate ACs in left seat. Evaluate instructors in either seat. Manual boom latching and overrun procedures may be evaluated verbally. Conduct a portion of the evaluation with tanker autopilot off.

2.4.2. Airdrop. All initial, periodic and re-qualification evaluations will include all areas under GENERAL and AIRDROP. Airdrop qualification requires unit commander approval. An airdrop qualification may be evaluated in conjunction with a QUALIFICATION/MISSION/ INSTRUMENT evaluation.

2.4.2.1. If evaluating a pilot for airdrop qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "Airdrop-Qualified". Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION/INSTRUMENT evaluation expiration date).

2.4.2.2. Conduct an airdrop evaluation on a tactical mission profile. This profile will include a departure, low level route, airdrop, and a tactical recovery. If conditions after departure result in a no-drop (slowdown checklist must be completed), the flight examiner may determine if the evaluation is considered complete.

2.4.3. SOLL II. All initial, periodic and re-qualification evaluations will include all areas under GENERAL and SOLL II. SOLL II qualification requires unit commander approval.

2.4.3.1. When evaluating a pilot for SOLL II qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "SOLL II-Qualified." Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION/ INSTRUMENT evaluation expiration date).

2.4.3.2. Initial SOLL II evaluation profile will include:

2.4.3.2.1. Covert takeoff, low level route, airborne radar approach (ARA), missed approach, covert landing (left seat pilots who will be instructors will accomplish a touch-and-go landing, a right seat landing, and a left seat landing), taxi (a 180-degree turn on NVGs for initial left seat evaluation), and ground operations.

2.4.3.2.2. Evaluate threat analysis, mission planning, and mission briefings. Evaluate night vision goggles (NVG) limitations, SOLL II restrictions and forward area refueling point (FARP) operations (if not accomplished during the mission) verbally. Left and right seat pilots receive initial and periodic flight evaluations. Safety pilots require initial certification only.

2.4.4. En Route Evaluation. All pilots who have not been an AC in a mobility aircraft will receive a one-time en route evaluation before operating the C-5 in command.

2.4.4.1. The en route evaluation profile will consist of at least two mission legs, an instrument approach, and a landing. At least one leg must be flown over a category I route with different departure and arrival locations. If qualified in more than one mobility aircraft, only one en route evaluation is required. ***EXCEPTION***: O-6 or higher incumbents of higher headquarters, wing, or group flying positions do not require en route evaluation unless flying in command on line missions.

2.4.4.2. Annotate AF Form 8 as a SPOT evaluation (do not include an expiration date) and add remarks, "En route-Qualified".

2.5. Instructor Evaluations (Initial, Periodic, or Requalification). Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. As a minimum, demonstrate and instruct a variety of instrument/visual approaches

(minimum of one approach and landing). Conduct initial or re-qualification instructor evaluations with a qualified pilot occupying the other seat. The examinee will normally occupy the right seat.

2.5.1. Include (as a minimum) all areas under GENERAL, QUALIFICATION/MISSION (see paragraph **2.3.1.**), AIR REFUELING (for A/R IP evaluations only), and INSTRUCTOR.

NOTE 1: Pilots who desire to realign the INSTM/QUAL/MSN evaluation expiration date during the initial (or requalification) instructor evaluation must also demonstrate all required areas/subareas in "INSTRUMENT" and written examinations.

NOTE 2: Initial instructor AR evaluations will include a boom limits demonstration from the right seat.

2.5.2. Periodic instructor evaluations will be administered in conjunction with qualification/instrument evaluations in accordance with paragraphs **2.2.** and **2.3.**

2.6. Emergency Procedures Evaluations (EPE). Pilots will accomplish the EPE in an ATD, during the preflight briefing, during the flight evaluation, or any combination of these.

2.7. Additional Information.

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

2.7.2. Instructor and flight examiner pilots receiving periodic evaluations may be evaluated in either seat, but are not required to be evaluated in both.

2.8. Pilot Grading Criteria.

2.9. General.

Area 1, Directives and Publications.

Q Possessed a high level of knowledge of all applicable aircraft publications and procedures and understood how to apply both to enhance mission accomplishment. Publications were current and properly posted.

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

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

Area 2, Mission Preparation/Planning/Performance.

Q Checked all factors applicable to flight such as weather, NOTAMs, alternate airfields, airfield suitability, fuel requirements, charts, etc. Displayed a high level of knowledge of performance capabilities and operating data. Evaluated performance data intended for use during takeoff/landing after final adjustments and corrections have been made.

Q- Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Marginal knowledge of performance capabilities and/or operating data.

U Made major errors or omissions would have prevented a safe or effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data.

Area 3, Use of Checklists.

Q Consistently used and called for the correct checklist and gave the correct response at the appropriate time throughout the mission.

Q- Checklist responses were untimely and/or aircrew member required continual prompting for correct response.

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

Area 4, Safety Consciousness (Critical).

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

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

Area 5, Judgment / Compliance (Critical).

Q Prepared and completed mission in compliance with existing regulations and directives. Demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

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

Area 6, Crew Coordination/Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and use AF Form 4031**, CRM Skills Criteria Training/Evaluation**, as a reference.

Q Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other aircrew members' duties and responsibilities. Effectively applied CRM skills throughout the mission.

Q- Crew coordination adequate to accomplish mission. Demonstrated limited knowledge of other aircrew members' duties and responsibilities.

U Poor crew coordination or unsatisfactory knowledge of other aircrew member duties and responsibilities negatively affected mission accomplishment or safety of flight.

Area 7, Communication Procedures.

Q Complete knowledge of and compliance with correct communications procedures. Makes radio and interphone transmissions concise with proper terminology. Complied with and knowledge of all required instructions including successful operation of HAVE QUICK, IFF, and secure voice equipment.

Q- Occasional deviations from procedures that required re-transmissions or resetting codes. Slow in initiating or missed several required radio calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Difficulty in configuring or operating HAVE QUICK, IFF, and secure voice equipment little or no mission impact.

U Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio calls. Unable to configure or operate HAVE QUICK, IFF, and secure voice equipment with a direct impact on mission success.

Area 8, Life Support Systems/Egress.

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

Q- Limited knowledge of location and use of life support systems and equipment. Unsure of the proper operating procedures for some of the aircraft egress devices.

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

Area 9, Knowledge/Completion of Forms.

Q All required forms and/or flight plans were complete, accurate, readable, accomplished on time and in accordance with applicable directives. Related an accurate debrief of significant events to applicable agencies (intelligence, maintenance, etc.).

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

U Did not accomplish required forms and/or flight plans. Omitted or incorrectly reported significant information due to major errors, omissions, and/or deviations.

Area 10, Airmanship/Situational Awareness.

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

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

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

2.10. Qualification/Mission. ***NOTE:*** See MTL/ESD for specific performance tolerances. The MTL/ESD tolerances are also referred to as "Q- criteria".

Area 11, Ground Operations/Taxi.

Q Established and adhered to station, start engine, taxi, and take-off time to assure thorough preflight, check of personal equipment, crew/passenger briefings, etc. Accurately determined readiness of aircraft for flight. Completed all systems pre-flight/post-flight inspections in accordance with flight manual, AFI 11-218, *Aircraft Operations and Movement on the Ground*, and local procedures.

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

U Crew errors directly contributed to a late takeoff that degraded the mission. Failed to accurately determine readiness for flight. Failed to pre-/post-flight a critical component or could not conduct a satisfactory pre-/post-flight inspection. Unsatisfactory Taxi procedure lead to attempted incident or mission degrade.

Area 12, Takeoff.

Q Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff in accordance with flight manual and as published/directed.

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

U Takeoff was potentially dangerous. Attempted to exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures.

Area 13, Radar Operations/Weather Avoidance/Windshear.

Q Effectively demonstrated procedures for operating weather radar. Updated weather radar/analysis throughout the mission. Highly knowledgeable of windshear detection and avoidance equipment. Used all available sources to determine if and/to what degree severe weather conditions exist. Complied with all weather separation and windshear avoidance procedures.

Q- Minor deviations observed when operating weather radar. Did not update radar/weather analysis during worsening weather conditions. Limited knowledge of windshear detection and avoidance equipment.

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

Area 14, VFR Pattern.

Q Performed traffic pattern and turn to final/final approach in accordance with published procedures. Aircraft control was smooth and positive. Did not over/under-shoot the final approach. Constantly cleared area of intended flight.

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

U Did not perform traffic pattern and/or turn to final/final approach in accordance with published procedures. Displayed erratic aircraft control. Over-shot/under-shot final approach by a wide margin requiring a go-around or potentially unsafe maneuvering on final. Did not clear area of intended flight.

Area 15, Landings. (Includes subareas: 15A, Full Flap; 15B, Partial Flap; 15C, No Flap; 15D, Engine Out; 15E, Touch-and-Go; and 15F, Right Seat). ***NOTE:*** Specific items to evaluate include threshold altitude/airspeed, runway alignment, flare, touchdown, and landing in crab.

Q Performed landings as published/directed in accordance with flight manual.

Q- Performed landings with minor deviation to procedures as published/directed. Landed in a slight crab.

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

Area 16, Landing Roll/Braking/Reverse Thrust.

Q Performed as published/directed in accordance with flight manual. Maintained centerline within 15-feet throughout landing roll. Braking action and reverse thrust actuation prompt and smooth.

Q- Performed with minor deviation to procedures as published/directed. Maintained centerline within 25-feet throughout landing roll. Braking action and reverse thrust actuation unnecessarily delayed or not smooth.

U Not performed as published/directed. Braking or reverse thrust actuated prior to touchdown.

Area 17, All Engine Go-Around (GA).

Q Initiated and performed go-around promptly and in accordance with flight manual and directives. Applied smooth control inputs. Attained and maintained a positive climb.

Q- Slow or hesitant to initiate go-around. Slightly over-controlled the aircraft. Minor deviations did not affect mission accomplishment or compromise safety.

U Did not initiate go-around when appropriate or directed. Major deviations or misapplication of procedures could have led to an unsafe condition.

Area 18, Engine Out Operations. ***NOTE:*** Use approach criteria for the type of approach being flown and the following:

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

Q- Minor deviations in aircraft control occasionally caused uncoordinated flight.

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

Area 19, Engine Out GA / Engine Failure Takeoff Continued.

Q Performed all required procedures in accordance with the flight manual and directives. Applied smooth, positive, and coordinated control inputs. Rudder and aileron inputs were in correct direction.

Q- Made procedural errors, which did not affect safety. Aircraft control was not consistently smooth and positive. Rudder and aileron inputs were in correct direction but some over-/under-control.

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

Area 20, Boldface Emergency Procedures (Critical).

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

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

Area 21, Other Emergency Procedures.

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

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

U Attempted to exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids effectively.

Area 22, Systems Operations/Knowledge/Limitations.

Q Demonstrated/explained a complete knowledge of aircraft systems operations/limitations and proper procedural use of systems.

Q- Marginal knowledge of aircraft systems operations and limitations in some areas. Used individual technique instead of established procedure and was unaware of differences.

U Unsatisfactory systems knowledge. Unable to demonstrate/explain the procedures for aircraft systems operations.

Area 23, Tactical Maneuvers (If Observed).

Q Performed maneuver in accordance with published procedures. Aircraft control was smooth and positive. Constantly cleared area of intended flight.

Q- Performed maneuver with minor deviations to published procedures. Aircraft control was safe but not consistently smooth and positive. Adequately cleared area of intended flight.

U Did not perform maneuver in accordance with published procedures. Displayed erratic aircraft control. Did not clear area of intended flight. Exceeded Q- criteria.

2.11. Instrument. *NOTE*: Use MTL/ESD tolerances define “Q- criteria” and the following:

Area 24, Instrument Departure/SID.

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

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

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

Area 25, En Route Navigation/FMS (If installed).

Q Satisfactory capability to navigate using all available means. Used appropriate navigation procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.

Q- Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course. Slow to adjust for deviations in time and course.

U Major errors in procedures/use of navigation equipment. Could not establish aircraft position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded Q- criteria.

Area 26, Holding.

Q Performed entry and holding in accordance with published procedures and directives.

Q- Performed entry and holding procedures with minor deviations.

U Holding was not in accordance with flight manual, directives, or published procedures. Exceeded Q- criteria.

Area 27, Use of NAVAIDs.

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

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

U Did not ensure NAVAIDs were tuned, identified, and monitored.

Area 28, Descent/Arrival.

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

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

U Performed descent with major deviation(s). Did not accomplish required checks. Erratic corrections. Exceeded flight manual limitations.

Area 29, Precision Approaches.

Subarea 29A, PAR. If available, else verbally evaluate**.**

Q Approach was in accordance with published procedures. Smooth and timely response to controller's instructions. Established initial glide path and maintained path with only minor deviations. Azimuth did not exceed slightly left or slightly right of course. Complied with decision height. Position would have permitted a safe landing. Elevation did not consistently exceed slightly above or slightly below glide path.

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

U Approach not in accordance with flight manual, directives, or published procedures. Erratic corrections. Did not respond to controller's instructions. Did not comply with decision height and/or position would not have permitted a safe landing. Erratic glide path control. Exceeded Q- criteria.

Subarea 29B, ILS. May be competed in conjunction with subarea 29C**.**

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

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

U Approach not in accordance with flight manual, directives, or published procedures. Erratic corrections. Did not comply with decision height and/or position at decision height would not have permitted a safe landing. Exceeded Q- criteria.

Subarea 29C, Cat II ILS. See additional requirements in AFI 11-2C-5V3, *Operations Procedures*, **Chapter 6** and the following:

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

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

U Approach not in accordance with flight manual, directives, or published procedures. Erratic corrections. Did not comply with decision height and/or position at decision height would not have permitted a safe landing. Exceeded Q- criteria.

Area 30, Non-precision Approaches. Minimum two required. Includes subareas 30A, NDB; 30B, Localizer/VOR; 30C, ASR; 30D, TACAN; and 30E, GPS.

Q Approach was in accordance with published procedures. Used appropriate descent rate to arrive at MDA at or before VDP. Position would have permitted a safe landing. Smooth and timely response to controller's instructions (ASR).

Q- Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR).

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

Area 31, Circling Approach.

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

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

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

Area 32, Missed Approach.

Q Executed missed approach in accordance with published procedures. Complied with controller's instructions. Applied smooth control inputs.

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

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

2.12. Instructor.

Area 33, Instructor Ability (Critical).

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

U Unable to effectively communicate or provide timely feedback to the student. Gave instruction that was unsafe or contradicted published directives. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

Subarea 33A, Demonstration of Maneuvers (Critical).

Q Effectively demonstrated correct procedures, systems operation, or flight maneuvers. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

U Ineffective or incorrect demonstration of procedures, systems operation, or flight maneuvers. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.

Subarea 33B, Student Briefing/Critique (Critical).

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

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

2.13. Enroute (Initial Aircraft Commanders Only).

Area 34, Aircraft Commander Responsibilities.

Q Effectively determined equipment required for mission and coordinated for waiver to operate with degraded capability, if required. Consistently decided to start, continue of delay mission base on input from appropriate sources. Kept command and control (C2) agencies apprised of mission status changes. Effectively coordinated support activities to ensure timely mission activity flow.

Q- Occasionally misinterpreted maintenance status regarding mission requirements, but did not significantly impact mission accomplishment. Unsure of procedures to obtain waiver to operate with degraded capability. Slow to make decisions regarding mission continuation. Did not consistently communicate status and intentions to C2 functions. Poor coordination with support agencies disrupted mission flow.

U Unable to determine equipment or waiver required for mission performance. Failed to make proper decision to start, continue or delay mission and/or did not communicate mission-essential information to C2 agencies. Ineffective support function coordination precluded mission accomplishment.

Area 35, En Route Procedures/Fuel Conservation.

Q Continually coordinated crew activities during flight (e.g., work/rest plans) to maximize mission effectiveness. Monitored mission progress and aware of possible impacts at all times. Possessed a high level of knowledge of all applicable aircraft publications and other governing directives and understood how to apply both to enhance fuel conservation. Successfully applied fuel conservation procedures in all areas of the mission.

Q- Slow to coordinate crew activities during flight or ineffective use of crew resources. Had difficulty recognizing or planning for unexpected occurrences that may affect mission. Possessed some knowledge of applicable aircraft publications and other governing directives and understood how to apply both to enhance fuel conservation. Successfully applied some fuel conservation procedures, but failed to apply fuel conservation procedures in all areas of the mission.

U Did not coordinate crew activities during flight such that mission accomplishment may not be possible. Failed to recognize impact of changing circumstances on mission performance or did not adequately adapt to complete the mission. Unaware of fuel conservation procedures. Failed to apply any fuel conservation procedures in any area of the mission.

Area 36, Descent/Arrival.

Q Effective planning and coordination among crewmembers provide for smooth arrival. Coordinated requirements and intentions to C2 agencies in accordance with current directives.

Q- Slow to plan or coordinate arrival activities. Deviations occurred, but did not preclude successful arrival. Late communication with C2 agencies.

U Could not plan or coordinated for successful arrival. Failed to coordinate crew activities. Did not communicate with destination C2 agencies, significantly affecting mission performance.

Area 37, Landing. See Area 16 tolerances and the following:

Q Planned and performed landing in accordance with directives. Evaluated airplane configuration, arrival weather, and other variables and corrected appropriately.

Q- Marginal evaluation of external factors on airplane performance during landing detracted from effectiveness.

U Did not evaluate external variables or did not take appropriate action based on those factors. Exceeded Q-criteria.

Area 38, Post-Flight/RON Procedures.

Q Accomplished all post-flight activities in a timely manner. Coordinated with C2 agencies for subsequent mission tasking. Managed crew activities during crew rest to provide necessary rest and crewmember availability.

Q- Slow to perform post-flight duties. Marginal coordination with C2 agencies.

U Could not accomplish post-flight duties without impacting subsequent mission. Failed to coordinate mission requirements and/or tasking with C2 agencies. Poor management of crew during crew rest impacted required rest of crewmember availability.

Area 39, Authentication/Aircraft Security.

Q Demonstrated thorough knowledge of authentication documents and procedures. Ensured aircraft security in accordance with current directives and/or mission tasking requirements.

Q- Displayed satisfactory knowledge of authentication documents and procedures. Limited understanding of aircraft security requirements but met minimum aircraft security requirements.

U Unable to demonstrate proper use of authentication materials. Unaware of requirements for aircraft security. Failed to ensure basic aircraft security measures that may/did lead to the security issue degrading the mission.

Area 40, Engines Running On/Offload.

Q Demonstrated thorough knowledge of ERO procedures. Planned and coordinated crew activities to minimize ground time and ensure safe operation. Monitored on/offload and provided guidance as required. Accomplished all procedures as directed by applicable directives and checklists. Monitored communication with external agencies (e.g., C2, ATC, weather) for subsequent mission segment.

Q- Displayed satisfactory knowledge of ERO procedures. Marginal planning and/or crew coordination resulted in minor confusion or delays during operation. Minor omissions or errors in procedures.

U Unacceptable level of ERO procedures knowledge. Poor or nonexistent planning precluded successful accomplishment of ERO. Failure to monitor operation resulted in potentially dangerous situation. Failed to perform procedures in accordance with directives and/or major omissions/errors in checklist items.

2.14. Air Refueling.

Area 41. Receiver Air Refueling--General. Includes subareas: 41A, Rendezvous; 41B, Closure; 41C, Position/Control; 41D, Overrun Procedures (verbal); 41E, Breakaway Procedures; 41F, A/R Emergency Procedures, and 41G, Right-seat Air Refueling & Limits (IP only).

Q Established and maintained proper refueling position. Aircraft control was positive and smooth. Demonstrated a complete knowledge of rendezvous and closure procedures. Performed all procedures in accordance with applicable checklists and other governing directives.

Q- Slow to recognize and apply needed corrections to establish and maintain proper refueling position. Aircraft control was not always positive and smooth, but was adequate. Accomplished rendezvous and closure with deviations that did not affect safety of flight or the successful completion of air refueling. Performed all procedures in accordance with applicable checklists and other governing directives with only minor omissions or deviations.

U Erratic or dangerous in the pre-contact/refueling position. Had deviations/omissions that affected safety of flight and/or successful completion of air refueling. Did not perform all procedures in accordance with applicable checklists and other governing directives or omitted major items. Exceeded Q- limits.

2.15. Airdrop.

Area 42, Knowledge of Airdrop Procedures.

Q Demonstrated thorough knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives.

Q- Demonstrated satisfactory knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives, but minor errors or omissions could have detracted from mission effectiveness.

U Displayed inadequate knowledge of procedures and restrictions. Major errors or omissions precluded compliance with directives or safe mission accomplishment.

Area 43, Threat Analysis/Chart Preparation.

Q Demonstrated thorough knowledge of defensive systems/tactics applicable to mission. Adequately analyzed, degraded, and avoided all threats to ensure effective mission accomplishment. Charts completed in accordance with current directives.

Q- Demonstrated limited knowledge of defensive systems/tactics for the mission. Adequately analyzed and avoided all threats; however, selected some tactics not appropriate for the situation.

U Demonstrated unsatisfactory level of knowledge of defensive systems/tactics for the mission. Failed to analyze and avoid threat(s), exposed aircraft to known threats. Chart not completed in compliance with current guidance.

Area 44, Ground Operations.

Q Established and adhered to station, engine start, taxi and takeoff times. Accurately determined aircraft mission readiness.

Q- Made some minor errors or omissions in preflight duties, which did not detract from mission accomplishment. Some difficulty determining aircraft readiness for mission.

U Made major errors or omissions, which precluded safe mission accomplishment. Unable to determine aircraft readiness for mission.

Area 45, Departure.

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

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

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

Area 46, Low/Mid-Level Navigation.

Q Remained within 3 NM of course centerline (EXCEPTIONS: threat avoidance, weather deviation, ATC assigned heading, time control, etc.). Thorough knowledge of en route time status in relation to objective area. Complied with all altitude restrictions. Airspeed control contributed to reliable DR. Adhered to all airspace restrictions.

Q- Uncertain of exact aircraft position due to marginal navigational procedures. Flew 3 to 5 NM from course without the above exceptions. Better awareness of required timing events or en route time status could have avoided excessive, unplanned maneuvering or prevented degraded DR.

U Exceeded 5 NM during en route navigation without the above exceptions. Unable to maintain position awareness throughout most of the route. Unable to accurately assess required timing or unaware of mission time status, jeopardized mission accomplishment. Violated airspace restrictions. Poor airspeed control resulted in numerous or extreme airspeed adjustment. Descended below minimum altitude restrictions. Major deviations from procedures that negatively affected mission accomplishment or flight safety.

Area 47, Ingress/Slowdown.

Q Departed initial point (IP) on a drift-corrected heading to the computed air release point (CARP). Initiated slowdown as directed by the navigator and configured airplane as required. Maintained appropriate airdrop altitude.

Q- Minor deviations from direct course to the CARP did not detract from airdrop effectiveness. Slow to initiate slowdown procedures or properly configure the airplane.

U Unable to establish course to the CARP. Failed to slowdown as directed or configure the airplane appropriately.

Area 48, Drop Zone Acquisition/Track.

Q Correctly identified the drop zone (DZ) and made appropriate corrections to fine-tune track. Track was according to mission plan or as updated by crew.

Q- Slow to identify DZ despite clear marking and sufficient landmarks. Alignment was satisfactory but angled.

U Unable to identify the DZ due to poor technique or pilot error. Did not maintain proper alignment or unaware of alignment error. Mission not accomplished due to poor DZ acquisition, alignment or deviation from procedure caused by pilot error or omission.

Area 49, Release Procedures.

Q Correctly identified the release point and performed post airdrop procedures satisfactorily.

Q- Slow to identify release point and/or performed post airdrop procedures with minor deviations.

U Unable to identify release point or complete post airdrop procedures according to guidelines.

Area 50, Airdrop Procedures.

Q Maintained the following:

Airspeed +/- 5 knots

Altitude +50/-0 feet

Q- Exceeded Q criteria, but not the following:

Airspeed +/- 10 knots

Altitude +100/-50 feet

U Failed to recognize a no drop situation. Exceeded Q- criteria.

Area 51, Descent/Recovery.

Q Initiated escape procedures and post-drop checklists at appropriate times. Maneuvered in accordance with established guidance.

Q- Slow to initiate escape procedures or post-drop checklists. Minor deviations in maneuvering did not detract from mission performance or jeopardize flight safety.

U Failed to perform escape procedures or accomplish post-drop activities. Major deviations from established procedure precluded safe mission accomplishment.

2.16. SOLL II.

Area 52, Knowledge of SOLL II Procedures.

Q Demonstrated thorough knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives.

Q- Demonstrated satisfactory knowledge of procedures and restrictions. Prepared and executed mission in compliance with associated directives, but minor errors or omissions could have detracted from mission effectiveness.

U Displayed inadequate knowledge of procedures and restrictions. Major errors or omissions precluded compliance with directives or safe mission accomplishment.

Area 53, Threat Analysis/Chart Preparation.

Q Demonstrated thorough knowledge of defensive systems/tactics applicable to mission. Adequately analyzed, degraded, and avoided all threats to ensure effective mission accomplishment. Charts completed in accordance with current directives.

Q- Demonstrated limited knowledge of defensive systems/tactics for the mission. Adequately analyzed and avoided all threats; however, selected some tactics not appropriate for the situation.

U Demonstrated unsatisfactory level of knowledge of defensive systems/tactics for the mission. Failed to analyze and avoid threat(s), exposed aircraft to known threats. Chart not completed in compliance with current guidance.

Area 54, Ground Operations.

Q Established and adhered to station, engine start, taxi and takeoff times. Accurately determined aircraft mission readiness.

Q- Made some minor errors or omissions in preflight duties, which did not detract from mission accomplishment. Some difficulty determining aircraft readiness for mission.

U Made major errors or omissions, which precluded safe mission accomplishment. Unable to determine aircraft readiness for mission.

Area 55, Departure.

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

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

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

Area 56, Low/Mid Level Navigation.

Q Remained within 3 NM of course centerline (Exceptions: threat avoidance, weather deviation, ATC assigned heading, time control, etc.). Thorough knowledge of en route time status in relation to objective area. Complied with all altitude restrictions. Airspeed control contributed to reliable DR. Adhered to all airspace restrictions.

Q- Uncertain of exact aircraft position due to marginal navigational procedures. Flew 3 to 5 NM from course without the above exceptions. Better awareness of required timing events or en route time status could have avoided excessive, unplanned maneuvering or prevented degraded DR.

U Exceeded 5 NM during en route navigation without the above exceptions. Unable to maintain position awareness throughout most of the route. Unable to accurately assess required timing or unaware of mission time status, jeopardized mission accomplishment. Violated airspace restrictions. Poor airspeed control resulted in numerous or extreme airspeed adjustment. Descended below minimum altitude restrictions. Major deviations from procedures that negatively affected mission accomplishment, formation integrity or flight safety.

Area 57, Ingress/Slowdown.

Q Departed initial point (IP) on a heading to the airborne radar approach (ARA) as directed by the navigator. Initiated slowdown as directed by the navigator and configured airplane as required. Maintained appropriate altitude.

Q- Minor deviations from headings did not detract from approach effectiveness. Slow to initiate slowdown procedures or properly configure the airplane.

U Unable to comply with navigator's headings. Failed to slowdown as directed or configure the airplane appropriately.

Area 58, Landing Zone Acquisition/Track.

Q Correctly identified the landing zone (LZ) and made appropriate corrections to fine-tune track. Track was according to mission plan or as updated by crew.

Q- Slow to identify LZ despite clear marking and sufficient landmarks. Alignment was satisfactory but angled.

U Unable to identify the LZ due to poor technique or pilot error. Did not maintain proper alignment or unaware of alignment error. Mission not accomplished due to poor LZ acquisition, alignment or deviation from procedure caused by pilot error or omission.

Area 59, Descent/Airborne Radar Approach.

Q Complied with navigator's direction and advisories during entire approach procedure. Properly configured airplane for approach as planned and briefed. Maintained contact with LZ and landed in accordance with established procedures.

Q- Minor deviations from navigator's direction did not preclude accomplishment of approach. Slow to configure airplane as planned or briefed.

U Major deviations from navigator's direction precluded safe accomplishment of approach. Failed to properly configure airplane or comply with established landing procedures.

2.17. Unit. Units will include MAJCOM-specific and local evaluation areas in **Chapter 6**. Include the evaluation areas on the AF Form 3862 (see paragraph **1.14.**).

Chapter 3

NAVIGATOR EVALUATIONS

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

3.2. Qualification/Mission Evaluations (Initial, Periodic and Re-qualifica tion). Include all areas under GENERAL and QUALIFICATION/MISSION for airland qualification only. For periodic evaluations, add the appropriate additional mission evaluations listed below. Complete the evaluation on a single flight profile if possible.

3.2.1. The evaluation profile must include a Category I route, or a Category II route using Category I procedures, of sufficient length to demonstrate proficiency in navigation procedures.

3.3. Additional Mission Evaluations.

3.3.1. SOLL II. All initial, periodic and re-qualification evaluations will include all areas under GENERAL, TACTICAL, and SOLL II. SOLL II qualification requires unit commander approval.

3.3.1.1. When evaluating a navigator for SOLL II qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "SOLL II-Qualified." Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.3.1.2. SOLL II evaluation profile. The evaluation will consist of a tactical route to an ARA. Missions may be a combination high/low profile; however, at least 30-minutes must be flown at low level. Do not schedule evaluation routes for less than 30-minutes from combat entry point to time of arrival (TOA), if practical. An unfamiliar route (one not flown by the examinee in the previous six months) is not mandatory, but highly desired.

3.3.2. Airdrop. All initial, periodic and re-qualification evaluations will include all areas under GENERAL, TACTICAL, and AIRDROP.

3.3.2.1. When evaluating a navigator for airdrop qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "Airdrop-Qualified". Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

3.3.2.2. Airdrop evaluation profile. The evaluation profile is identical to the SOLL II evaluation (above) with the following exceptions: the tactical route will terminate with a Computed Air Release Point (CARP) airdrop (actual or Simulated Airdrop Training Bundle [SATB]) and the route should not be less than 30minutes from combat entry point to time over target (TOT).

3.4. Instructor Evaluation (Initial, Periodic, and Requalification). Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action.

3.4.1. Conduct initial or requalification instructor navigator evaluations with the instructor candidate instructing a qualified C-5 navigator (the flight examiner may satisfy this requirement). Include all areas under GENERAL, QUALIFICATION/MISSION, and INSTRUCTOR.

3.4.2. Conduct periodic instructor evaluations in conjunction with qualification evaluations and evaluate all areas under GENERAL, QUALIFICATION/MISSION, and INSTRUCTOR. Add the appropriate TACTICAL, AIRDROP, and/or SOLL II.

3.4.3. Navigators who desire to realign the QUAL/MSN evaluation expiration date during the initial (or requalification) instructor evaluation must also demonstrate all required areas/subareas and complete written examinations.

3.5. Emergency Procedures Evaluations (EPE). Accomplish the EPE in an ATD, during the preflight briefing, during the flight evaluation, or any combination of these.

3.6. Navigator Grading Criteria.

3.7. General.

Area 1, Directives and Publications.

Q Possessed a high level of knowledge of all applicable aircraft publications and procedures and understood how to apply both to enhance mission accomplishment. Publications were current and properly posted.

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

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

Area 2, Mission Preparation/Planning/Performance.

Q Completed all applicable forms. Complied with all directives prior to flight.

Q- Made minor deviations completing forms. Did not fully comply with directives, but did not detract from safety or mission effectiveness.

U Major omissions completing applicable forms. Did not comply with directives that would effect mission effectiveness.

Area 3, Use of Checklists.

Q Consistently ensured all appropriate checklists were used and completed in a timely manner without omission.

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

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

Area 4, Safety Consciousness (Critical).

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

U Not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. Directed the aircraft in a dangerous manner.

Area 5, Judgment/Compliance (Critical).

Q Prepared and completed mission in compliance with existing regulations and directives. Demonstrated knowledge of operating procedures and restrictions (and where to find them in the correct publications).

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

Area 6, Crew Coordination / Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Program*, and use AF Form 4031, **CRM Skills Criteria Training/Evaluation**, as a reference.

Q Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other aircrew members duties and responsibilities. Effectively applied CRM skills throughout the mission.

Q- Crew coordination adequate to accomplish mission. Demonstrated limited knowledge of other aircrew members' duties and responsibilities.

U Poor crew coordination or unsatisfactory knowledge of other aircrew member duties and responsibilities negatively affected mission accomplishment or safety of flight.

Area 7, Communication Procedures.

Q Complete knowledge of and compliance with correct communication procedures. Makes radio and interphone transmissions concise with proper terminology. Consistently backed up pilots for all ATC calls. Complied with and knowledge of all required instructions including successful operation of HAVE QUICK, and secure voice equipment (if used).

Q- Occasional deviation or omissions from required procedures, calls or acknowledgments. Occasional missed ATC calls. Limited operational knowledge of communication equipment.

U Incorrect procedures or poor performance caused confusion. Did not back up pilots for ATC calls. Displayed poor operational knowledge or inability to operate communication equipment.

Area 8, Life Support Systems/Egress.

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

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

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

Area 9, Knowledge/Completion of Forms.

Q All required forms and/or flight plans were complete, accurate, readable, accomplished on time and in accordance with applicable directives. Related an accurate debrief of significant events to applicable agencies (intelligence, maintenance, etc.).

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

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

Area 10, Airmanship/Situational Awareness.

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

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

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

Area 11, Briefings.

Q Contributed to the briefing content to ensure it included all applicable information. Briefings effectively organized and presented in a logical sequence. Covered all pertinent items. Effectively used available briefing aids.

Q- Allowed omission of items pertinent but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly. Did not make effective use of available briefing aids. Dwelled on non-essential items.

U Failed to conduct/attend required briefings. Failed to use briefing aids. Omitted essential items or did not correct erroneous information that could affect mission accomplishment. Demonstrated lack of knowledge of subject. Briefing poorly organized and not presented in a logical sequence, resulting in confusion. Presented erroneous information that would affect safe/effective mission accomplishment.

3.8. Qualification/Mission.

Area 12, Preflight.

Q Manually completed a flight plan or demonstrated manual flight planning procedures if a computer flight plan was used. Selected current navigation charts of a proper scale and type of the mission profile. Charts constructed IAW current directives.

Q- Flight plan contained minor errors or omissions that would not have adversely affected mission accomplishment.

U Flight plan was not completed, could not demonstrate manual procedures, or computer flight plan was not reviewed. Navigator flight plan contained major errors/omissions. Selected an improper or obsolete chart.

Area 13, Departure.

Q Monitored headings, airspeeds, altitudes and aircraft position throughout departure. Used a SID and/or appropriate scale departure area chart. Provided headings, ETAs, and other information in a timely manner, as required. Monitored appropriate radios and clearances to ensure crew compliance. Provided updated information when the clearance caused a change in the planned departure.

Q- Monitored aircraft position, but slow to provide headings, ETAs or other appropriate information when requested. Performance did not degrade mission accomplishment nor compromise flight safety.

U Did not monitor departure headings, airspeeds or altitudes. Unaware of aircraft position and unable to provide updated information when required. Did not use a SID and/or an appropriate scale departure area chart. Allowed major deviations that degraded mission accomplishment or compromised safety.

Area 14, Radar Operations (If installed)/Weather Avoidance/Windshear.

Q Effectively demonstrated procedures for operating weather radar. Updated weather radar/analysis throughout the mission. Highly knowledgeable of windshear detection and avoidance equipment. Used all available sources to determine if and/to what degree severe weather conditions exist. Complied with all weather separation and windshear avoidance procedures.

Q- Minor deviations observed when operating weather radar. Did not update radar/weather analysis during worsening weather conditions. Limited knowledge of windshear detection and avoidance equipment.

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

Area 15, General Navigation. Includes subareas 15A, Plotting/Fixing/Pacing; and 15B, Course Adherence.

Q Accurately performed plotting and position fixing to accomplish the mission**.** . Plotting errors were minimal, but did not detract from dead reckoning. Proper pacing allowed for smooth mission accomplishment.

Q- Performed plotting and position fixing, but pacing was not smooth and timely, but did not detract from mission accomplishment. Plotting errors were minimal, but effected pacing.

U Plotting, fixing and pacing were not performed in an accurate or timely manner. Plotting errors resulted in unreliable position of aircraft, and jeopardized mission success.

Area 16, Radio Navigation.

Q Accurately tuned, identified, read and interpreted readings of TACAN, VOR or NDBs. Consistently selected stations that afforded the best LOPs. Position accuracy within 4 NMs.

Q- Better use of radio aids could have enhanced navigation. Difficulty resolving a fix or accurate plotting. Position accuracy greater than 4NM but did not exceed 8 NMs.

U Unable to accurately tune and identify radio aids. Did not understand VOR/TACAN/NDB bearing procedures or was unable to obtain position by means of radio aids. Position error greater than 8 NMs.

Area 17, Radar Navigation.

Q Demonstrated thorough knowledge and understanding of radar equipment. Used correct procedures for radar operation and weather avoidance procedures.

Q- Demonstrated adequate knowledge of equipment, but occasionally used improper operating procedures. Had difficulty identifying radar returns.

U Displayed unsatisfactory knowledge of radar equipment. Used improper operating procedures that were potentially harmful to system components. Failed to correctly interpret scope returns. Displayed unsatisfactory knowledge of weather avoidance procedures.

Area 18, Navigation Systems. Includes subareas 18A, INS/GPS and 18B, Compass Systems/Radio Navigation.

Q Demonstrated thorough knowledge of onboard navigation system operating procedures. Effectively used navigation systems to direct the aircraft and update system as required.

Q- Demonstrated only a basic knowledge of onboard navigation systems. Made minor errors in operation/ interpretation of navigation system data. More selective updating could have increased system effectiveness.

U Displayed inadequate knowledge of onboard navigation system procedures. Improper operation procedures could have resulted in damage to equipment or affected mission accomplishment. Failed to update or correctly interpret navigation system data.

Area 19, Descent/Approach Monitor.

Q Monitored aircraft position, approach instructions and primary approach navigation aids. Furnished headings, ETAs and other information to the pilot as required. Thoroughly understood approach and missed approach procedures. Ensured terrain clearance during approach using all available aids/area chart.

Q- Monitored aircraft position but did not fully understand approach instructions/procedures. Slow to provide headings, ETAs or other appropriate information, as required.

U Failed to monitor aircraft position. Did not ensure terrain clearance during approach. Area chart not available.

Area 20, Emergency Equipment.

Q Displayed thorough knowledge of location and use of emergency equipment.

Q- Displayed limited knowledge of location and use of emergency equipment.

U Displayed unsatisfactory knowledge of emergency equipment.

Area 21, Emergency Procedures.

Q Correctly analyzed and understood aircraft emergency. Performed required procedures error free.

Q- Correctly analyzed and understood aircraft emergencies. Performed required procedures in error with no loss of safe operation or mission degrade.

U Failed to analyze or did not understand the aircraft emergency and/or could not perform required procedures.

3.9. Instructor.

Area 22, Instructor Ability (Critical).

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

U Unable to effectively communicate or provide timely feedback to the student. Gave instruction that was unsafe or contradicted published directives. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe situations in a timely manner. Made no attempt to instruct.

Subarea 22A, Instructor Demonstration (Critical).

Q Effectively demonstrated correct procedures or systems operation. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

U Ineffective or incorrect demonstration of procedures or systems operation. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.

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

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

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

3.10. Tactical.

Area 23, Tactical Mission Planning. Includes subareas 23A, Route/Target/Threat Analysis (with DZ/LZ Markings); 23B, Briefings; and 23C, Airdrop/Flight Path Computations.

Q Completed flight plans in entirety. CARP data completed in entirety with negligible errors. Charts completed IAW current directives. Demonstrated thorough knowledge of necessary defensive systems/tactics applicable to the mission. Adequately analyzed, degraded, and avoided all threats ensuring effective mission accomplishment. Briefings effectively organized and presented in a logical sequence. Covered all pertinent items.

Q- Completed flight plans with minor errors/omissions. CARP data completed with minor errors. Demonstrated limited knowledge of defensive systems/tactics applicable to the mission. Adequately analyzed and avoided all threats; however, selected some tactics not appropriate for the situation. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly.

U Flight plan and CARP data were not completed or contained major errors/omissions. Selected an improper or obsolete chart. Demonstrated unsatisfactory knowledge of defensive systems/tactics applicable to the mission. Failed to ensure mission effectiveness by not adequately analyzing, and avoiding threat(s). Aircraft exposed to known threats due to crew error. Failed to conduct required briefings. Omitted essential items or did not correct erroneous information that could affect mission accomplishment. Demonstrated lack of knowledge of subject. Briefing poorly organized and not presented in a logical sequence, resulting in confusion.

Area 24, Low Level Navigation. Includes subareas 24A,Departure; 24B, Enroute (ETAs, Course Tolerances, and Pacing); and 24C, Escape Procedures.

Q Remained within 3 NM of course centerline (Except for threat avoidance, weather deviation, ATC assigned heading and time control). Thorough knowledge of en route time status in relation to objective area. Complied with all altitude restrictions. Airspeed control contributed to reliable DR. Adhered to all airspace restrictions. Escape and recovery executed IAW published or briefed procedures.

Q- Uncertain of exact aircraft position due to marginal navigational procedures. Flew 3 to 5 NM from course without the above exceptions. Better awareness of required timing events or en route time status could have avoided excessive, unplanned maneuvering or prevented degraded DR. Minor errors in escape and/or recovery procedures that did not affect mission accomplishment.

U Exceeded 5 NM during en route navigation without the above exceptions. Unable to maintain position awareness throughout most of the route. Unable to accurately assess required timing or unaware of mission time status, jeopardizing formation integrity or mission accomplishment. Violated airspace restrictions. Poor airspeed control resulted in numerous or extreme airspeed adjustment. Descended below minimum altitude restrictions. Major deviations from procedures that negatively affected mission accomplishment, formation integrity or flight safety.

3.11. Airdrop. Includes area 25 through area 30. Use the following criteria:

Q In-flight briefings/advisories provided clear and concise information in a timely manner. CARP properly updated in-flight. Thorough knowledge of slowdown procedures. Complied with all published/briefed procedures. Timely identification of the DZ allowed for a smooth approach to the objective area. Directed the aircraft to an optimum DZ alignment from slowdown through escape. Clearly communicated desired aircraft position to the crew. Actual TOT within +/- 60 seconds of planned. Airdrop accuracy within the following Circular Error (CE; wingmen airdrops must meet these criteria after adjustment off lead's drop score): HE, Personnel, SATB, door/ramp bundles, wedge: 300 meters. For airdrops above 800' AGL, add 15 meters for each 100' above 800' to a maximum total CE of 600 meters. ***NOTE***: For night visual airdrops, add 50 meters to allowable CE not to exceed the above maximums.

Q- In-flight briefings/advisories contained minor errors or omitted non-critical information. CARP not properly updated, but airdrop was successful. Limited knowledge of slowdown procedures. Minor deviations did not affect mission accomplishment or formation integrity. Late identification of the DZ caused an abrupt change in procedures or course into the objective area, but did not affect mission accomplishment. Slow in establishing or maintaining effective DZ alignment, but did not adversely impact mission accomplishment or formation integrity.

U Did not provide required in-flight briefings/advisories. CARP not updated in-flight leading to a no-drop, unsuccessful drop or negatively affecting the airdrop. Unsatisfactory knowledge of slowdown procedures. Major deviations adversely affected mission accomplishment or formation integrity. Did not identify the DZ or late identification negatively affected mission accomplishment. Failed to establish effective DZ alignment that contributed to an unsuccessful airdrop/no-drop condition or adversely affected the formation. Actual TOT exceeded Q criteria and/or airdrop accuracy exceeded Q criteria.

AREA 25, In-flight Briefings/Advisories.

AREA 26, In-flight Airdrop Computations.

AREA 27, Slowdown.

AREA 28, DZ/LZ Acquisition/Alignment.

AREA 29, Time on Target (TOT)

AREA 30, Airdrop Accuracy.

3.12. SOLL II. Includes area 31 through 35. Use the following criteria:

Q Actual TOT within +/- 60 seconds of planned. Actual TOA within +/- 30 seconds of planned. Complied with all published ARA procedures. Successfully directed the aircraft to ARA minimums so that a safe landing could be made. Used proper terminology; instructions were clear and concise during the entire approach. Correctly described the use/limitations of NVGs. Properly pre-flighted, handled, and used NVGs during the flight, as required.

Q- ARA briefing was incomplete or deviated from established procedures. Required excessive course corrections on final approach but directed the aircraft to a point where a safe landing could be made. Made minor omissions or deviations in describing the use/limitations of NVGs. Did not properly preflight, handle, or use NVGs during the flight, but caused no serious damage to equipment. Mission success not negatively affected.

U Actual TOT/TOA exceeded Q criteria. Displayed unsatisfactory knowledge of ARA procedures. Unable to direct the aircraft to a point from which a safe landing could be made. Procedures for using NVGs were incorrect. Caused damage to equipment. Mission unsuccessful as a result of improper NVG usage.

Area 31, TOT/TOA.

Area 32, Airborne Radar Approach (ARA).

Area 33, Night Vision Goggles (NVG) Operations.

Area 34, Course Tolerances.

Area 35, Special Operations Procedures.

3.13. Unit. Units will include MAJCOM-specific and local evaluation areas in **Chapter 6**. Include the evaluation areas on the AF Form 3862 (see paragraph **1.14.**).

Chapter 4

FLIGHT ENGINEER EVALUATIONS

4.1. General. This chapter standardizes initial (first and second flight engineer), periodic and re-qualification evaluations, including requirements for qualification, mission, and instructor evaluations. The term second flight engineer refers to those flight engineers who have completed the C-5 Flight Engineer Initial Qualification (FIQ) course.

4.2. Qualification/Mission Evaluations (Initial, Periodic, and Requalification). Include all areas under GENERAL and QUALIFICATION/MISSION.

4.3. Additional Mission Evaluation.

4.3.1. SOLL II. All initial, periodic and re-qualification evaluations will include all areas under GENERAL and SOLL II. SOLL II qualification requires unit commander approval.

4.3.2. When evaluating a flight engineer for SOLL II qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "SOLL II-Qualified." Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

4.3.3. SOLL II evaluation profile will include:

4.3.3.1. Covert takeoff, low level route, covert landing, taxi or ground operations, and completion of all checklists. Additionally, evaluate threat analysis, mission planning, and mission briefings. Evaluate NVG limitations, SOLL II restrictions and FARP operations verbally if not accomplished during the mission.

4.4. Instructor Evaluations (Initial, Periodic, or Requalification). Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. Evaluate an instructor candidate while instructing a flight engineer student (***EXCEPTION***: For ANG and AFRC instructor candidates evaluations, the evaluator may assume the role of a student, if a student is not available. Include all areas under GENERAL, QUALIFICATION/MISSION, and INSTRUCTOR.

NOTE 1: Flight engineers who desire to realign their QUAL/MSN evaluation during the initial instructor evaluation (update qualification expiration date) must complete all required written examinations.

4.5. Emergency Procedures Evaluations (EPE). Accomplish the EPE in an ATD, during the preflight briefing, or during the flight evaluation.

4.6. Additional Information.

4.6.1. Flight engineers will not perform evaluator duties when scheduled as primary aircrew members.

4.7. Flight Engineer Grading Criteria.

4.8. General.

Area 1, Directives and Publications.

Q Possessed a high level of knowledge of all applicable aircraft publications and procedures and understood how to apply both to enhance mission accomplishment. Publications were current and properly posted.

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

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

Area 2, Mission Preparation/Planning/Performance.

Q Checked all factors applicable to flight such as weather, NOTAMs, alternate airfields, airfield suitability, fuel requirements, charts, etc. Possessed a high level of knowledge of performance capabilities and operating data. Completed all applicable forms. Checked all factors concerning takeoff and landing data. Attended all required briefings. Complied with planning directives before flight.

Q- Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Marginal knowledge of performance capabilities and/or operating data. Made minor deviations completing forms. Minor omissions checking factors concerning takeoff and landing data, which did not detract from safety or mission effectiveness. Did not fully comply with directives, but did not detract from safety or mission effectiveness.

U Made major errors or omissions would have prevented a safe or effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data. Major omissions completing applicable forms. Failed to check major factors affecting takeoff and landing data. Did not comply with directives that would affect mission effectiveness.

Area 3, Use of Checklists.

Q Consistently ensured all appropriate checklists were used and completed in a timely manner without omission.

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

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

Area 4, Safety Consciousness (Critical).

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

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

Area 5, Judgment/Compliance (Critical).

Q Prepared and completed mission in compliance with existing regulations and directives. Demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

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

Area 6, Crew Coordination / Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Program*, and use AF Form 4031, **CRM Skills Criteria Training/Evaluation**, as a reference.

Q Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other aircrew members duties and responsibilities. Effectively applied CRM skills throughout the mission.

Q- Crew coordination adequate to accomplish mission. Demonstrated limited knowledge of other aircrew members' duties and responsibilities.

U Poor crew coordination or unsatisfactory knowledge of other aircrew member duties and responsibilities negatively affected mission accomplishment or safety of flight.

Area 7, Communication Procedures.

Q Complete knowledge of and compliance with correct communication procedures. Timely completion of communication checklists. Correctly monitored the interphone and primary radio. Makes interphone transmissions concise with proper terminology. Monitored interphone and primary radio.

Q- Occasional deviation or omissions from required procedures, calls or acknowledgments. Limited operational knowledge of communication equipment that did not detract from mission effectiveness. Inadvertently did not monitor the interphone or primary radio without mission impact.

U Incorrect procedures or poor performance caused confusion. Failed to complete communication checklist in a timely manor degraded mission accomplishment. Displayed poor operational knowledge or inability to operate communication equipment. Did not monitor the interphone and primary radio.

Area 8, Life Support Systems/Egress.

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

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

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

Area 9, Knowledge/Completion of Forms.

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

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

U Did not accomplish required forms. Omitted or incorrectly reported significant information to applicable agencies due to major errors, omissions, and/or deviations.

Area 10, Situational Awareness.

Q Executed the assigned mission in a timely, efficient manner. Demonstrated strict professional flight and crew discipline throughout all phases of flight. Participated in the flight with a sense of understanding and comprehension.

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

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

Area 11, Limitations.

Q Demonstrated/explained a complete knowledge of T.O. 1C-5A-1 aircraft systems operations/limitations and proper procedural use of systems without reference to flight manual/available aids.

Q- Marginal knowledge of T.O. 1C-5A-1 aircraft systems operations and limitations in some areas. Used individual technique instead of established procedure and was unaware of differences. Occasionally referred to flight manual/available aids.

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

4.9. Qualification/Mission. ***NOTE:*** See current MTL/ESD for specific performance tolerances. Deviations from the ESD tolerances will result in a "U" area grade.

Area 12, Before Interior/Interior Inspection (Flight Engineer).

Q Timely completion of all pre-flight checks and procedures without omissions. Proper coordination with maintenance and crew when required. Ensured readiness of aircraft for flight.

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

U Failed to pre-flight a critical component or system. Errors, omissions or deviations directly contributed to a late takeoff or detracted from safety or mission effectiveness.

Area 13, Exterior Inspection (Scanner).

Q Timely completion of all pre-flight checks and procedures without omissions from the scanner's crew position. Proper coordination with maintenance and crew when required. Ensured readiness of aircraft for flight.

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

U Errors directly contributed to a late takeoff that degraded the mission. Failed to complete checklists and procedures in a timely manner. Omitted major checklist items, which detracted from safety.

Area 14, Takeoff and Landing Data (TOLD)/Obstacle Clearance.

Q Demonstrated satisfactory knowledge of TOLD computations and obstacle clearance procedures.

Q- Same as above except minor errors were made in calculations and errors were within MTL/ESD standards.

U Demonstrated unsatisfactory knowledge of TOLD computations and obstacle clearance procedures. Tolerances were out of MTL/ESD standards.

Area 15, Aircraft Weight and Balance.

Q Demonstrated satisfactory knowledge of aircraft weight and balance computations.

Q- Same as above except minor errors were made in calculations and errors were within MTL/ESD standards.

U Demonstrated unsatisfactory knowledge of weight and balance computations. Tolerances were out of MTL/ESD standards.

Area 16, Before Starting/Starting Engines.

Q Timely and accurate completion of all checklists and procedures without omissions from the flight engineer or scanner crew position.

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

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly contribute to a late takeoff or detracted from safety or mission effectiveness.

Area 17, Before Taxi/Taxi.

Q Timely and accurate completion of all checklists and procedures without omissions from the flight engineer or scanner crew position.

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

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly contribute to a late take-off or detracted from safety or mission effectiveness.

Area 18, Before Takeoff/Lineup/After Takeoff Climb.

Q Timely and accurate completion of all checklists and procedures without omissions from the flight engineer or scanner crew position.

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

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly contribute to a late takeoff or detracted from safety or mission effectiveness.

Area 19, Climb/Cruise/Descent/Approach Monitor.

Q Timely and accurate completion of all checklists and procedures without omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor omissions or deviations which did not detract from safety.

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly detracted from safety or mission effectiveness.

Subarea 19A, TERPS.

Q Demonstrated satisfactory knowledge of Standard Instrument Departure (SID)s, approach plates and climbout procedures.

Q- Same as above except minor errors were made in interpretation of SIDs or approach plates but within MTL/ESD standards.

U Demonstrated unsatisfactory knowledge of SIDs, approach plates or climbout/landing procedures. Tolerances were out of MTL/ESD standards.

Subarea 19B, Climb/Cruise Data.

Q Timely and accurate completion of performance data.

Q- Same as above except for minor deviations not to exceed MTL/ESD.

U Failed to properly or accurately complete data. Errors were outside limitations listed in MTL/ESD or deviations directly detracted from safety or mission effectiveness.

Subarea 19C, Range Data.

Q Timely and accurate completion of performance data.

Q- Same as above except for minor deviations not to exceed MTL/ESD.

U Failed to properly or accurately complete data. Errors were outside limitations listed in MTL/ESD or deviations directly detracted from safety or mission effectiveness.

Subarea 19D, Variant Configuration Data.

Q Timely and accurate completion of performance data.

Q- Same as above except for minor deviations not to exceed MTL/ESD.

U Failed to properly or accurately complete data. Errors were outside limitations listed in MTL/ESD or deviations directly detracted from safety or mission effectiveness

Subarea 19E, Fuel Management/Procedures.

Q Demonstrated satisfactory knowledge of fuel management.

Q- Same as above except minor errors were made and errors were within MTL/ESD standards.

U Demonstrated unsatisfactory knowledge of fuel management. Tolerances were out of MTL/ESD standards.

Subarea 19F, Air Refueling Procedures.

Q Timely and accurate completion of all checklists and procedures without omissions from the flight engineer position.

Q- Same as above except for minor omissions or deviations which did not detract from safety or directly contribute to an unsuccessful aerial refueling.

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly contribute to an unsuccessful aerial refueling or detracted from safety or mission effectiveness.

Area 20, Before Landing/After Landing.

Q Timely and accurate completion of all checklists and procedures without omissions from the flight engineer or scanner crew position.

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

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly contribute to a late take-off or detracted from safety or mission effectiveness.

Area 21, Engine Shutdown/Before Leaving Aircraft/Postflight.

Q Timely and accurate completion of all checklists and procedures without omissions from the flight engineer or scanner crew position.

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

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly contribute to a late take-off or detracted from safety or mission effectiveness.

Area 22, Emergency Procedures.

Subarea 22A, Ground Emergencies.

Q Properly analyzed the ground emergency situation without undue delay. Took/Recommended appropriate action without omissions, deviations, or errors. Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective action for each type of malfunction. Effectively used checklists/available aids.

Q- Properly analyzed the ground emergency situation without undue delay and demonstrated adequate knowledge of the procedures to effectively handle the emergency. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist. Applicable non-critical procedures were accomplished, but minor omissions, deviations, or errors were noted.

U Ground emergency situation was not properly analyzed. Incorrect procedures were used for situation. Exceeded an operating limitation or required intervention to preclude exceeding limit. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids.

Subarea 22B, Takeoff Emergencies.

Q Properly analyzed the take-off emergency situation without undue delay. Took/Recommended appropriate action without omissions, deviations, or errors. Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective action for each type of malfunction. Effectively used checklists/available aids.

Q- Properly analyzed the situation without undue delay and demonstrated adequate knowledge of the procedures to effectively handle the emergency. Applicable non-critical procedures were accomplished, but minor omissions, deviations, or errors were noted. Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

U Situation was not properly analyzed. Incorrect procedures were used for situation. Critical actions were performed incorrectly or out of sequence. Exceeded an operating limitation or required intervention to preclude exceeding limit. Exceeded limitations. Unable or failed to analyze problem or take proper corrective action.

Subarea 22C, In-flight Emergencies.

Q Properly analyzed the in-flight emergency situation without undue delay. Took/recommended appropriate action without omissions, deviations, or errors. Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective action for each type of malfunction. Effectively used checklists/available aids.

Q- Properly analyzed the situation without undue delay and demonstrated adequate knowledge of the procedures to effectively handle the emergency. Applicable non-critical procedures were accomplished, but minor omissions, deviations, or errors were noted. Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

U Situation was not properly analyzed. Incorrect procedures were used for situation. Critical actions were performed incorrectly or out of sequence. Exceeded an operating limitation or required intervention to preclude exceeding limit. Exceeded limitations. Unable or failed to analyze problem or take proper corrective action.

Subarea 22D, Landing Emergencies.

Q Properly analyzed the landing emergency situation without undue delay. Took/Recommended appropriate action without omissions, deviations, or errors. Operated within prescribed limits and correctly diagnosed problems. Performed/explained proper corrective action for each type of malfunction. Effectively used checklists/available aids.

Q- Properly analyzed the situation without undue delay and demonstrated adequate knowledge of the procedures to effectively handle the emergency. Applicable non-critical procedures were accomplished, but minor omissions, deviations, or errors were noted. Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

U Situation was not properly analyzed. Incorrect procedures were used for situation. Critical actions were performed incorrectly or out of sequence. Exceeded an operating limitation or required intervention to preclude exceeding limit. Exceeded limitations. Unable or failed to analyze problem or take proper corrective action.

Area 23, Boldface Emergency Procedures (Critical).

Q Correct, immediate responses. Coordinated proper crew actions.

U Incorrect sequence, unsatisfactory response, or unsatisfactory performance of corrective actions

Area 24, Ground Operating Procedures.

Subarea 24A, Pushback/Tow/Post Tow.

Q Timely and accurate completion of all checklist and procedures without omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor omissions or deviations which did not detract from safety.

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly detracted from safety or mission effectiveness.

Subarea 24B, Quick Stop.

Q Timely and accurate completion of all checklist and procedures without omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor omissions or deviations which did not detract from safety.

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly detracted from safety or mission effectiveness.

Subarea 24C, Operational Stop.

Q Timely and accurate completion of all checklist and procedures without omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor omissions or deviations which did not detract from safety.

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly detracted from safety or mission effectiveness.

Subarea 24D, Kneel/Unkneel.

Q Timely and accurate completion of all checklist and procedures without omissions from the flight engineer or scanner crew position.

Q- Same as above except for minor omissions or deviations which did not detract from safety.

U Failed to properly or accurately complete checklists. Errors, omissions or deviations directly detracted from safety or mission effectiveness.

Subarea 24E, Engines Running On/Offload.

Q Demonstrated thorough knowledge of ERO procedures. Accomplished flight engineer/scanner procedures ensuring safe operation as directed by applicable directives and checklists. Monitored communication with external agencies (e.g., C2, ATC, weather) for subsequent mission segment.

Q- Displayed satisfactory knowledge of ERO procedures. Marginal accomplishment of flight engineer/scanner duties which resulted in minor confusion or delays during operation. Minor omissions or errors in procedures.

U Unacceptable level of ERO procedures knowledge. Poor or nonexistent flight engineer/scanner performance precluded successful accomplishment of ERO. Failure to properly accomplish flight engineer/scanner duties resulted in potentially dangerous situation. Failed to perform procedures in accordance with directives and/or major omissions/errors in checklist items.

Area 25, Engine/Auxiliary Power Unit (APU).

Q Displayed thorough knowledge of engine/APU. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the engine/APU. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the engine/APU. Component location and/or use of schematics was unacceptable.

Area 26, Climate/Environmental Systems.

Subarea 26A, Oxygen.

Q Displayed thorough knowledge of oxygen system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the oxygen system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the oxygen system. Component location and/or use of schematics was unacceptable.

Subarea 26B, Pneumatics/Bleed Air.

Q Displayed thorough knowledge of pneumatic/bleed air system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the pneumatic/bleed air system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the pneumatic/bleed air system. Component location and/or use of schematics was unacceptable.

Subarea 26C, Pressurization/Depressurization.

Q Displayed thorough knowledge of pressurization/depressurization. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the pressurization/depressurization. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the pressurization/depressurization. Component location and/or use of schematics was unacceptable.

Subarea 26D, Air Conditioning/Floor Heat.

Q Displayed thorough knowledge of air conditioning/floor heat system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the air conditioning/floor heat system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the air conditioning/floor heat system. Component location and/or use of schematics was unacceptable.

Subarea 26E, Anti-Icing/De-Icing.

Q Displayed thorough knowledge of anti-icing/de-icing system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the anti-icing/de-icing system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the anti-icing/de-icing system. Component location and/or use of schematics was unacceptable.

Area 27, Avionics.

Subarea 27A, Radios.

Q Displayed thorough knowledge of radios. Component location was excellent.

Q- Limited knowledge of the radios. Component location was marginal.

U Displayed unsatisfactory knowledge of the radios. Component location was unacceptable.

Subarea 27B, Radar.

Q Displayed thorough knowledge radar. Component location was excellent.

Q- Limited knowledge of the radar. Component location was marginal.

U Displayed unsatisfactory knowledge of the radar. Component location was unacceptable.

Subarea 27C, ELT/CVR/FIR.

Q Displayed thorough knowledge of ELT/CVR/FIR. Component location was excellent.

Q- Limited knowledge of the ELT CVR/FIR. Component location was marginal.

U Displayed unsatisfactory knowledge of the ELT/CV/FIR. Component location was unacceptable.

Subarea 27D, MADAR.

Q Displayed thorough knowledge of MADAR. Component location was excellent. System use as a troubleshooting aid was excellent.

Q- Limited knowledge of the MADAR. Component location was adequate. System use as a troubleshooting aid was adequate.

U Displayed unsatisfactory knowledge of the MADAR. Component location and/or use of schematics was unacceptable.

Subarea 27E, INS/GPS/FMS/Instruments.

Q Displayed thorough knowledge of INS/GPS/FMS/Instruments. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the INS/GPS/FMS/Instruments. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the INS/GPS/FMS/Instruments. Component location and/or use of schematics was unacceptable.

Subarea 27F, SATCOM.

Q Displayed thorough knowledge of L-Band SATCOM and other satellite communication systems. Component location and system operation were excellent.

Q- Limited knowledge of L-Band SATCOM and other satellite communication systems. Component location and system operation were marginal.

U Displayed unsatisfactory knowledge of L-Band SATCOM and other satellite communication systems. Component location and system operation were unacceptable.

Subarea 27G, Aerial Defensive System (If installed).

Q Displayed thorough knowledge of aerial defensive system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the aerial defensive system. Component location was marginal.

U Displayed unsatisfactory knowledge of the aerial defensive system. Component location was unacceptable.

Area 28, Airframe.

Subarea 28A, Flight Controls.

Q Displayed thorough knowledge of flight controls. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the flight controls. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the flight controls. Component location and/or use of schematics was unacceptable.

Subarea 28B, Windows/Hatches/Doors/Ramps.

Q Displayed thorough knowledge of windows/hatches/doors/ramps. Component location was excellent.

Q- Limited knowledge of the windows/hatches/doors/ramps. Component location was marginal.

U Displayed unsatisfactory knowledge of the windows/hatches/doors/ramps. Component location was unacceptable.

Subarea 28C, Landing Gear/Brakes/Kneeling.

Q Displayed thorough knowledge of landing gear/brakes/kneeling system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the landing gear/brakes/kneeling system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the landing gear/brakes/kneeling system. Component location and/or use of schematics was unacceptable.

Area 29, Hydraulics.

Q Displayed thorough knowledge of the hydraulic systems. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the hydraulic systems. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the hydraulic systems. Component location and/or use of schematics was unacceptable.

Area 30, Fuel.

Q Displayed thorough knowledge of fuel system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the fuel system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the fuel system. Component location and/or use of schematics was unacceptable.

Area 31, Electrical.

Q Displayed thorough knowledge of the electrical system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the electrical system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the electrical system. Component location and/or use of schematics was unacceptable.

Area 32, Air Refueling System.

Q Displayed thorough knowledge of air refueling system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the air refueling system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the air refueling system. Component location and/or use of schematics was unacceptable.

Area 33, Fire Suppression System.

Q Displayed thorough knowledge of fire suppression system. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the fire suppression system. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the fire suppression system. Component location and/or use of schematics was unacceptable.

Area 34, Warning Systems.

Q Displayed thorough knowledge of warning systems. Component location was excellent. Use of schematics for malfunction analysis and system operation was excellent.

Q- Limited knowledge of the warning systems. Component location was marginal. Use of schematics for malfunction analysis and system operation was marginal.

U Displayed unsatisfactory knowledge of the warning systems. Component location and/or use of schematics was unacceptable.

4.10. Instructor.

Area 35, Instructor Ability (Critical).

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

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

Subarea 35A, Technical Knowledge (Critical).

Q Effectively demonstrated procedures and techniques. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

U Did not demonstrate correct procedure or techniques. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.

Subarea 35B, Student Briefing/Debriefing/Critique (Critical).

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

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

Subarea 35C, Knowledge of Training Forms.

Q All required forms were accomplished on time and IAW applicable directives. Demonstrated satisfactory knowledge of forms/publications required for mission accomplishment. Training documentation was concise and readable.

Q- Displayed limited knowledge of forms/publications. Required forms were completed with some delay and IAW applicable directives. Minor errors or omissions in training documentation.

U Knowledge of mission required forms/publication was inadequate. Did not accomplish required forms. Omitted or incorrectly documented significant training information.

4.11. SOLL II.

Area 35, SOLL II Operations.

Q Explained/demonstrated prescribed limitations and duties involving SOLL II operations, NVG operations and limitations, and special equipment. Demonstrated Hot Refuel procedures from both flight engineer positions.

Q- Minor omissions or deviations from prescribed procedures in SOLL II operations, NVG operations and limitations, or special equipment. Minor deviations from Hot Refuel Procedures, which did not compromise safety.

U Major omissions, deviations or errors observed during performance of duties or explanation of procedures that could have or did affect safe mission accomplishment. Unsatisfactory performance of Hot Refuel procedures.

4.12. Unit. Units will include MAJCOM-specific and local evaluation areas in **Chapter 6**. Include the evaluation areas on the AF Form 3862 (see paragraph **1.14.**).

Chapter 5

LOADMASTER EVALUATIONS

5.1. General. This chapter standardizes initial, periodic, and re-qualification evaluations, including requirements for qualification, mission, and instructor evaluations.

5.2. Qualification/Missions Evaluations (Initial, Periodic, and Requalifica tion). Include all areas under GENERAL and QUALIFICATION/MISSION.

5.2.1. Initial and re-qualification evaluations:

5.2.1.1. The examinee will perform primary loadmaster duties during cargo upload, an en route segment, and cargo download to complete the evaluation.

5.2.1.2. Initial qualification/mission evaluation profile requires a minimum of two mission legs to include a complete preflight, cargo onload, flight, offload, and postflight.

5.2.1.3. Initial qualification (QUAL) and initial mission (MSN) evaluations will be evaluated on single mission. Upon successful completion of the initial qualification/mission evaluation, the AF Form 8 will indicate crew position as "ML". The loadmaster is qualified to perform unsupervised loadmaster duties for "airland" (e.g., cargo/passenger). Include an expiration date.

5.2.2. Periodic evaluations: Include all areas under GENERAL and QUALIFICATION/ MISSION and the appropriate written exams.

5.2.2.1. If a periodic evaluation is combined with an airdrop evaluation, an airdrop platform may be used for loading requirement. If a load is not available for a periodic evaluation, cargo will be static loaded upon completion of the flight portion.

5.2.2.2. If both periodic evaluations are successfully completed on the same flight, use a single line entry under flight phase indicating "QUAL/MSN" and date. Use separate line entries if more than one flight is necessary to complete evaluation.

5.3. Additional Mission Evaluations.

5.3.1. Airdrop. All initial, periodic and re-qualification evaluations include will include all areas under GENERAL and AIRDROP. Airdrop qualification requires unit commander approval.

5.3.1.1. Initial. When evaluating a loadmaster for initial airdrop qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "Airdrop-Qualified". Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

5.3.1.2. Examinee must perform loadmaster number 1 duties for an initial airdrop evaluation. Initial airdrop evaluations will include an actual sequential platform equipment airdrop. Other modes of aerial delivery may be evaluated verbally or by actual demonstration. ***EXCEPTION***: A single platform airdrop may be substituted if the examinee demonstrates sequential platform rigging.

5.3.1.3. An airdrop sortie and evaluation may be credited if an unplanned no-drop is called after completion of the Slowdown Checklist provided the no-drop was not due to loadmaster error. Three loadmasters may receive periodic airdrop evaluations on the same drop.

5.3.2. SOLL II. All initial, periodic and re-qualification evaluations will include all areas under GENERAL and SOLL II. SOLL II qualification requires unit commander approval.

5.3.2.1. Initial and periodic SOLL II evaluation consists of onload and offload procedures, NVG operations, special equipment and emergency procedures. Complete the initial evaluation on an operational mission or training exercise.

5.3.2.2. When evaluating a loadmaster for SOLL II qualification, annotate AF Form 8 as a MSN evaluation. On AF Form 8 add remarks, "SOLL II-Qualified." Add an expiration date for reference only (C-5 qualification is based on the QUALIFICATION/MISSION evaluation expiration date).

5.4. Instructor Evaluations (Initial, Periodic, or Re-qualification). Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. Include all areas under GENERAL, QUALIFICATION/MISSION, and INSTRUCTOR (include areas under AIRDROP and/or SOLL II, if applicable).

5.4.1. To initially qualify as an instructor, the crew member must successfully complete a dedicated initial instructor evaluation. Accomplish initial instructor evaluations during actual instructional missions when possible. When students are not available or mission requirements/crew composition requirements prevent inclusion of students, the flight examiner may serve as the student for the purpose of evaluating the examinee's instructional ability.

5.4.2. Loadmasters who desire to realign their QUAL/MSN evaluation during the initial instructor evaluation (update qualification expiration date) must complete all required written examinations.

5.5. Emergency Procedures Evaluations (EPE). Accomplish the EPE in an ATD, during the preflight briefing, during the flight evaluation, or any combination of these.

5.5.1. The EPE should cover the following areas during a mission evaluation: personnel and heavy equipment airdrop or any mission-specific emergencies.

5.6. Additional Information.

5.6.1. Flight examiners will not conduct evaluations when scheduled as primary aircrew members.

5.7. Loadmaster Grading Criteria. When evaluating areas or subareas, which have been determined to be less than Q, they may or may not affect another area. Example: U in Area 15, Proper Restraint. Individual could have been U'd in Area 3, Use of Checklist; Area 13, On/Offload Procedures; or Area 21, Aircraft Limitations. Each area is affected by not having proper restraint. Instead of all items being considered unsatisfactory, identify the area that is most adversely affected.

5.8. General.

Area 1, Directives and Publications.

Q Accomplished aircraft border clearance, and explained or demonstrated aircraft security procedures with only minor deviations which did not detract from mission. Flight manual and publications were current and annotated correctly.

Q- Accomplished aircraft border clearance, and explained or demonstrated aircraft security procedures with minor omissions or errors, which detracted from overall mission. Flight manuals and publications contained minor errors, but were usable for effective mission accomplishment.

U Aircraft border clearance and security procedures were accomplished with major omissions, deviations, or errors that could have or did affect the successful accomplishment of mission. Flight manuals and publications contained major omissions or errors and unusable for effective mission accomplishment.

Area 2, Mission Preparation/Planning.

Q Accomplished pre-departure duties required by AFI 11-2C-5V3 with only minor deviations which did not detract from the efficient conduct of mission. Maintain professional/ personal equipment serviceable and documents current.

Q- Explained/ demonstrated pre-departure duties with minor omissions, deviations or errors that detracted from the overall mission. Condition of personal and professional equipment affected task completion or were not current IAW applicable directives.

U Major omissions, deviations or errors observed during demonstration of pre-departure duties or explanation of procedures which could have or did affect safe mission accomplishment. Condition of equipment or documents could have or affected safe accomplishment of mission.

Area 3, Use of Checklists.

Q Accomplished all loadmaster checklists when required, IAW T.O.(s) lC-5A-1, 1C-5A-1-2, and 1C-5A-9 with minor deviations which did not affect the safe accomplishment of missions.

Q- Minor deviation or omissions from checklist items, which detracted from overall mission.

U Significant deviations or omissions to checklist which could have or affected the safe operation of equipment or execution of duties.

Area 4, Safety Consciousness (Critical).

Q Aware of and complied with all safety factors required for safe cargo or passenger loading, aircraft operation and mission accomplishment.

U Not aware of or did not comply with all safety factors required for, aircraft operation or mission accomplishment.

Area 5, Judgment/Compliance (Critical).

Q Exercised sound judgment when executing assigned duties, resulting in the successful mission accomplishment.

U Failed to determine appropriate course of action to be taken in regards to specific situations or mission requirements.

Area 6, Crew Coordination/Crew Resource Management (CRM). See AFI 11-290, *Cockpit/Crew Resource Management Program*, and use AF Form 4031, **CRM Skills Criteria Training/Evaluation**, as a reference.

Q Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other aircrew members duties and responsibilities. Effectively applied CRM skills throughout the mission.

Q- Crew coordination adequate to accomplish mission. Demonstrated limited knowledge of other aircrew members' duties and responsibilities.

U Poor crew coordination or unsatisfactory knowledge of other aircrew member duties and responsibilities negatively affected mission accomplishment or safety of flight.

Area 7, Emergency/Life Support Equipment.

Q Explain the quantity, location, preflight and proper use of the emergency/survival equipment (A/B models) IAW appropriate T.O.(s) and current directives. Explain or demonstrated necessary action when aircraft is missing required equipment.

Q- Minor difficulty explaining the quantity, location, preflight and proper use of the emergency/survival equipment (A/B models) IAW appropriate T.O.(s) and current directives. Displayed limited knowledge of procedures required to replace missing equipment.

U Displayed major difficulty explaining the quantity, location, preflight and proper use of the emergency/survival equipment (A/B models) IAW appropriate T.O.(s) and current directives. Failed to demonstrate or lack the knowledge of procedures required to replace missing equipment. Refer to the preflight checklists.

Area 8, Knowledge/Completion of Forms.

Q All required forms were complete, accurate readable, accomplished on time and IAW applicable directives. Demonstrated satisfactory knowledge of forms required for mission accomplishment.

Q- Minor errors on forms did not affect conduct of the flight or mission. Incorrectly or incompletely reported some information due to minor errors, omissions, and or deviations. Displayed limited knowledge of forms required for mission accomplishment.

U Did not accomplished required forms. Omitted or incorrectly reported significant information due to major errors, omissions, and deviations. Knowledge of mission required forms was inadequate.

Area 9, Situational Awareness.

Q Demonstrated situational awareness throughout the mission and conducted the flight with a sense of understanding and comprehension. Demonstrated thorough knowledge of danger areas and adverse weather procedures.

Q- Demonstrated a lack of situational awareness to the extent that minor delays, misunderstanding or confusion occurred that impeded the mission activity. Adequate knowledge of danger areas and adverse weather procedures.

U Demonstrated a lack of situational awareness to the extent that major delays, misunderstanding or confusion occurred that affected the safe conduct of the mission activity.

Area 10, Briefings.

Q Briefings effectively organized and presented in a logical sequence. Covered all pertinent items clear concise manner IAW applicable directives. Effectively used briefing contained in T.O. 1C-5A-1, 1C-5A-2, 1C-5A-9, and authorized briefing aids.

Q- Allowed omission of items pertinent, but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly. Did not make effective use of available aids.

U Failed to conduct required briefings. Failed to use briefing aids. Omitted essential items or did not correct erroneous information that could affect mission accomplishment. Demonstrated lack of knowledge of subject.

5.9. Qualification/Mission.

Area 11, Aircraft Preflight/Thruflight/Configuration.

Q Explained, demonstrated, and accomplished all inspections/duties IAW C-5 technical orders, checklist and applicable publications.

Q- Minor deviations to established procedures. Unsure of some directives but could locate information in appropriate publications. Any instance of non-compliance did not jeopardize safety or mission.

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

Area 12, Load Planning/Inspection.

Q Explain, demonstrate, calculate, and accomplish all steps required to complete cargo load planning and inspections, considering aircraft structure/weight and balance limitations IAW T.O.(s) lC-5A-9, 1C-5A-9-2, 1C-5A-1, AFJMAN 24-204, Preparing Hazardous Materials for Military Air Shipments, AFI 11-2C-5V3.

Q- Difficulty explaining, demonstrating, calculating, and accomplishing all steps required to complete cargo load planning and inspections, considering aircraft structural/weight and balance limitations IAW applicable technical orders or publications.

U Unable to explain, demonstrate calculate, and accomplish all steps required to complete cargo load planning and inspections.

Area 13, On/Offloading Procedures.

Q On/Offloading procedures were accomplished with only minor deviation which did not detract from the overall efficient conduct of the mission or the use of equipment.

Q- On/Offloading procedures were accomplished with only minor omissions, deviations, or errors which detracted from the overall mission.

U Failed to accomplish on/offload procedures or major deviations, omissions or errors were noted which could have or did affect the successful accomplishment of the mission.

Area 14, Engines Running Onload/Offload.

Q Can accomplish and/or explain procedures and restrictions of engines running on/offload IAW T.O. lC-5A-1 and AFI 11-2C-5V3.

Q- Minor errors or omissions observed during the accomplishment or explanation of ERO procedures.

U Major omissions or errors observed during the accomplishment or explanation of ERO procedures, which could have or did detract from the safe conduct of the mission.

Area 15, Proper Restraint.

Q Explained, demonstrated, calculated and apply cargo restraint requirements IAW T. O. 1C-5A-9 and current directives.

Q- Minor errors noted in the computation and application of required restraint that did not affect the safe execution of the mission. Did not fully understand the principle of restraint.

U Failed to correctly calculate and apply the correct amount of restraint to a given item. Did not understand and could not state the principles of restraint.

Area 16, Passenger Handling.

Q Demonstrated thorough knowledge of required documentation, passenger boarding sequence, escape slide limitations, seating restrictions, emergency airlift of passengers, and the required number of loadmasters required for a given number of passengers. Complied with passenger on/offload checklist, meal service, and in-flight headset clearance procedures IAW applicable technical orders or publications.

Q- Demonstrated limited knowledge of the above areas. Minor deviations or omissions to passenger on/offload checklist, in-flight headset clearance procedures, and meal service procedures that detracted from the overall mission.

U Unsatisfactory knowledge of required documentation, passenger boarding sequence, escape slide limitations, seating restrictions, emergency airlift of passengers, and the required number of loadmasters required for a given number of passengers. Procedures were not complied with which jeopardized passenger safety or control.

Area 17, Weight and Balance.

Q Explain and demonstrate the proper calculations required to compute aircraft weight and balance IAW T.O. (s) lC-5A-9, 1C-5A-5-2, AFI 11-2C-5V3, and current directives. DD form 356-4 or automated weight and balance form completed within reasonable time and within 1% MAC error tolerance, +/- 1000 lbs, and +/- 5 moments. Did not exceed gross weight or center of gravity limits for takeoff and landing.

Q- Errors/omissions on DD 365-4 or automated weight and balance form which did not affect safety of flight but did detract from the overall mission.

U Failed to complete DD 365-4 or automated weight and balance form within the above tolerance. Exceeded aircraft gross takeoff/center of gravity limits.

Area 18, Systems Knowledge/Operation. Includes subareas 18A, Oxygen; 18B, Ramps and Doors; 18C, Kneeling; 18D, Winching; 18E, Radios/Interphone/PA; 18F, Electric's /External Power; 18G, APU/ATM; 18H, Hydraulics; 18I, Environmental.

Q Demonstrated thorough knowledge of system components, functions, and limitations. Analyze simulated or actual malfunctions and applied appropriate corrective action. Properly identified the status of related systems IAW T.O. lC-5A-1.

Q- Demonstrated adequate knowledge of system components, functions, and limitations. Minor deviations or errors were noted when analyzing simulated or actual malfunctions, and applying corrective actions. Adequately determined status of related systems.

U Demonstrated inadequate knowledge of system components, functions and limitations. Unable to analyze simulated or actual malfunctions or applied improper corrective action. Could not determine status of related system.

Area 19, Knowledge of Hazardous Cargo Handling.

Q Explained or complied with procedures for airlifting hazardous cargo, in-flight hazardous cargo incidents, fuel spills/leak, and tactical or contingency operations. Stated fuel tank capacities, waiver/deviation requirement, isolated parking requirements and complied with or applied the segregation of hazardous cargo as outlined in the compatibility chart of AFJMAN 24-204, AFI 11-2C-5V3, T. O. 1C-5A-9, and current directives.

Q- Understood hazardous cargo procedures, but made minor deviations stating them. Could comply with the provision of AFJMAN 24-204, and/or follow the procedures for air movement of hazardous cargo under tactical, contingency or emergency condition.

U Did not understand hazardous cargo procedures IAW AFJMAN 24-204, AFI 11-2C-5V3, or applicable technical orders.

Area 20, Ground Support Equipment.

Q Explained or demonstrated the ability to operate electrical ground power units. Demonstrated or explained the steps necessary to apply external electrical, hydraulics, or pneumatic power to aircraft IAW T.O. 1C-5A-1.

Q- Difficulty explaining or demonstrating the ability to operate electrical power units. Displayed limited knowledge of applying external electrical, hydraulic and pneumatic power to the aircraft or minor deviation from procedures contained in the T.O. 1C-5A-1.

U Unable to explain or operate electrical ground power unit. Could not follow the checklist concerning applying external power to the aircraft.

Area 21, Aircraft Limitations.

NOTE: Aircraft limitations may include, but are not limited to, overhang clearances, projection clearances, ramp crest clearances, vehicle critical dimensions, parking, and overhang clearances, loading area clearance limits, lateral loading floor limits, cargo ramp on/offload floor limits, lateral loading height limits, rubber contact area floor load, non-rubber contact area floor load, steel and hard rubber wheel, floor loads, tracked vehicle floor load, restricted areas for floor loads, allowable wheel load over tiedown ring pans, roller conveyor loads, rolling shoring requirements, parking shoring requirements, sleeper shoring requirements, approach shoring requirements, and vehicle center of gravity.

Q Explained, computed, and applied calculations for aircraft loading limitations IAW T.O. 1C-5A-9.

Q- Minor difficulty explaining, or errors computing, and applying calculations for aircraft loading limitation that could have or did detract from mission.

U Major difficulty explaining procedures or significant errors computing and applying calculations for aircraft loading which affected the successful completion of mission.

Area 22, Fleet Service/Comfort Pallet Equipment.

Q Accomplished the inventory of meals; maintained visibility of fleet service equipment/supplies as recorded on fleet service checklist and complied with fleet service procedures. Explained procedures for the recovery of and or reported missing equipment IAW AFI 11-2C-5V3, or AMCI 24-101, Volume 10.

Q- Minor omission noted during the inventory of meals and supplements, did not fully comply with fleet service procedures outlined in AFI 11-2C-5V3.

U Major omission noted during the inventory of meals and supplement. Did not comply with fleet service procedures that did affect the successful accomplishment of mission.

Area 23, Boldface Emergency Procedures (Critical).

Q All bold print items were completed or stated without error.

U Could not state or demonstrate bold print items without error

Area 24, Other Emergency Procedures.

Subarea 24A, Ground Emergencies: Smoke detector system, nitrogen/FE 1301 fire suppression system, FE 1301, Cargo Fire, APU Fire (Crew In Place), Engine Fire On The Ground, PTU Fire (Crew In Place), Loss Of Fluids - Visible Or Indicated, Fuselage/Wheel Well Fire, Electrical Fire, Ground Evacuation Procedures, Primary/Secondary Exits and reject procedures.

Subarea 24B, In-flight Emergencies: Bleed Air Smoke Elimination, In-flight Door Warning (Pressure Door and. Unpress Door), Rapid Decompression, Cargo Jettisoning (Cargo Doors, 4 Crew Members, Manual Override), Minimum Personnel, Restraint Harness), Logistic Configuration (Pallets On Aft Ramp, Platforms/Pallet Trains, Non-palletized Bulk Cargo, Wheeled And Track Vehicles, Procedures); Small Article Jettison (Troop Doors, Procedures); Bailout (Exits Primary/Secondary); Signals (Wheels-Up/Crash Landing); Exits Primary/Secondary, Signals, Procedures; Ditching, Exits Primary/Secondary; Signals; Procedures; Loadmaster Seating In Troop Compartment (Normal and alternate location).

Q Properly analyzed the emergency situation without undue delay. Took appropriate action without omissions, deviations or errors.

Q- Properly analyzed the situation without undue delay and demonstrated adequate knowledge of the procedures to effectively handle the emergency. Applicable non-critical items were accomplished, but minor omissions, deviations, or errors were noted.

U Situation was not properly analyzed. Incorrect procedures were used for situation. Exceeded an operating limitation or required intervention to preclude exceeding limit.

5.10. Instructor.

Area 25, Instructor Ability (Critical).

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

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

Subarea 25A, Technical Knowledge (Critical).

Q Effectively demonstrated procedures and techniques. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.

U Did not demonstrate correct procedure or techniques. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.

Subarea 25B, Student Briefing/Critique (Critical).

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

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

Subarea 25C, Knowledge of Training Forms.

Q All required forms were accomplished on time and IAW applicable directives. Demonstrated satisfactory knowledge of forms/publications required for mission accomplishment. Training documentation was concise and readable.

Q- Displayed limited knowledge of forms/publications. Required forms were completed with some delay and IAW applicable directives. Minor errors or omissions in training documentation.

U Knowledge of mission required forms/publication was inadequate. Did not accomplish required forms. Omitted or incorrectly documented significant training information.

5.11. Airdrop .

Area 26, Preflight and Rigging Procedures.

Q Completed all airdrop preflight/inspections IAW tech orders, checklist and regulations. Correctly rigged and identified key airdrop components.

Q- Minor deviation from established airdrop preflight/inspections. Difficulty rigging and/or identifying key airdrop components.

U Failed to preflight airdrop components or could not conduct a satisfactory preflight/inspections. Failed to rig and/or identify essential airdrop components.

Area 27, Coordinated Airdrop Briefings.

Q Effectively organized and completed all briefings. Information was clear and concise, IAW applicable directives.

Q- Minor omissions, but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition, some difficulty communicating clearly.

U Failed to accomplish all required briefings or omitted critical information affecting the mission.

Area 28, Joint Airdrop Inspection.

Q Correctly completed the joint airdrop inspection using applicable inspection form.

Q- Difficulty identifying/inspecting items on the joint airdrop inspection forms.

U Failed to identify/inspect items on the joint airdrop inspection form.

Area 29, Knowledge of Airdrop Procedures. Includes subareas 29A, Personnel, 29B, Heavy Equipment, and 29C,Special Operations.

Q Correctly demonstrated and understood airdrop procedures and airdrop load information

Q- Difficulty demonstrating and/or understanding airdrops procedures and airdrop load information

U Could not demonstrate and/or understand airdrop procedures and airdrop load information.

Area 30, Knowledge of Emergency Procedures. ***NOTE***: Evaluate the following areas: All methods of Airdrop (Personnel, Heavy Equipment) and Special Operations.

Q Correctly analyzed, stated, and understood aircraft/airdrop emergencies and performs procedures to correct the emergency/malfunction.

Q- Correctly analyzed and understood aircraft/airdrop emergencies, but had difficulty performing/stating required procedures to correct the emergency/malfunction.

U Improperly analyzed, stated or did not understand aircraft/airdrop emergencies. Could not perform/state required procedures to correct the emergency malfunction.

5.12. SOLL II.

Area 31, SOLL II Operations.

Q Explained/demonstrated prescribed limitations and duties involving airland operations, onload and offload procedures, NVG operations and limitations, and special equipment.

Q- Minor omissions or deviations from prescribed procedures in airland operations, onload and offload procedures, NVG operations and limitations, or special equipment.

U Major omissions, deviations or errors observed during performance of duties or explanation of procedures that could have or did affect safe mission accomplishment.

5.13. Unit. Units will include MAJCOM-specific and local evaluation areas in **Chapter 6**. Include the evaluation areas on the AF Form 3862 (see paragraph **1.14.**).

Chapter 6

LOCAL PROCEDURES

6.1. General . Use this chapter to define local evaluation criteria and local procedures, as required.

6.1. (DOVER) General. Purpose. The 436/512 OG Aircrew Standardization/Evaluations Program provides quality control for the aircrew force and provides commanders of the airlift squadrons with meaningful indicators reflecting the effectiveness of aircrew training. It ensures C-5 aircrews are capable of performing their mission across the spectrum from routine operations to surviving in a hostile environment.

6.2. (Added-DOVER) Applicability . This supplement establishes, defines, and implements the 436/512 OG Standardization/ Evaluation Flight Evaluations Guidelines. It applies to all C-5 aircrew members assigned/attached to the 436/512 AW. 436/512 OG specific items in this supplement are identified by the organization in the paragraph heading. Absence of the organization in the paragraph heading indicates applicability to both organizations.

6.3. (Added-DOVER) Objectives.

6.3.1. (Added-DOVER) Standardize 436/512 OG aircrew evaluation procedures for C-5 evaluations.

6.3.2. (Added-DOVER) Ensure standardization of aircrew evaluations IAW AFI 11-202V2 and AFI 11-2C-5V2.

6.3.3. (Added-DOVER) Ensure compliance with HQ USAF, AMC, NAF, and local operational, training, and administrative flying directives.

6.4. (Added-DOVER) Recommended Changes. Aircrew members are encouraged to submit changes to this supplement to the 436 OGV using the AF Form 847.

6.5. (Added-DOVER) Flight Evaluations.

6.5.1. (Added-DOVER) Due to the variety of mission qualifications, it is impractical to conduct all recurring mission evaluations in conjunction with periodic qualification evaluations. For initial/requalification instructor and mission evaluations, take the end of course tests, if applicable, and record on the AF Form 8. Upon entering into the INSTM/QUAL/MSN evaluation phase, all applicable sections of the open/closed book tests will be taken. Testing should be accomplished within the first 2 months of the eligibility period. Recurring mission evaluations in air refueling, airdrop, and SOLL II will not have test scores on the AF Form 8.

6.5.2. (Added-DOVER) Emergency Procedures Evaluations (EPE): An EPE is required on all evaluations. Exception: No-Notice and Spot evaluations do not require an EPE unless the evaluation updates the qualification expiration date. A selection of abnormal and emergency procedures and BOLDFACE items satisfies the EPE requirement. OGV will maintain a list of EPE program requirements (topics, interest items, etc.) on file in OGV (on the OGV network drive, EPE folder) and provide a copy to each squadron DOV. This list will be reviewed/updated annually. Any changes will be briefed at quarterly SEB meetings and new EPE copies will be provided to squadron DOVs.

6.5.2.1. (Added-DOVER) Pilot and flight engineer examiners may administer the EPE in the WST/CPT. If an examinee's EPE is not administered in the WST/CPT, administer it during the flight evaluation.

6.5.3. (Added-DOVER) When an individual receives a Q-2 or Q-3 while away for Dover, every effort will be made to have that individual return to Dover as soon as possible. Upon arrival at home station, the individual will enter requalification/additional training, if required, without delay. Units are requested to inform OGV of the Q-2 or Q-3 evaluation.

6.6. (Added-DOVER) Flight Evaluation Guidelines.

6.6.1. (Added-DOVER) This section establishes local policy for flight evaluations and augments AFI 11-202V2, AFI 11-2C-5V2 and the AF Form 3862. Tolerance criteria for evaluations are listed in the MTL/ESD and AFI 11-2C-5V2.

6.6.2. (Added-DOVER) (436OG) Conduct pilot periodic INSTM/QUAL/MSN evaluations in the WST using the Advanced Simulator Program (ASP). Conduct initial and requalification evaluations in the airplane. Pilot recheck evaluations due to a Q-3 for INSTM/QUAL/MSN items may be accomplished in the WST.

6.6.3. (Added-DOVER) Unsatisfactory Performance. For evaluations graded Q-2, or Q-3/1, document the deficient areas and any recommended training on the AF Form 8. If necessary, use the AF Form 4022, **Aircrew Training Folder** and AF Form 4023, **Aircrew Training Progress Report** to document extensive additional training. Squadron DOV is responsible for tracking the completion of additional training. For Q-2 evaluations, include the examinee in the Review and Certification (R&C) process until additional training is completed. When the training is complete, the instructor/examiner completing the training will annotate the additional training completed block on the front of the AF Form 8. If a AF Form 4022 was used to document additional training, place the completed AF Form 4025, **Aircrew Summary/Close-Out Report** under Tab 2 Section I in the individual's FEF and a copy in the individual's AF Form 4022.

6.6.3.1. (Added-DOVER) For evaluations graded Q-3, deficient areas and recommendations for additional training will be thoroughly documented on the AF Form 8 by the examiner. Squadron DOV is responsible for notifying the training section, tracking the requalification period, and including the individual in the R&C process. Training section is responsible for establishing an AF Form 4022 and completing all required training in the allotted time. The AF Form 4024, **Aircrew Training Accomplishment Report,** may be included in the training record, if applicable. Upon completion of training, place the completed AF Form 4025 under Tab 2 Section I in the individual's FEF and a copy in the individual's AF Form 4022.

6.7. (Added-DOVER) Pilot Evaluations.

6.7.1. (Added-DOVER) Copilot Periodic/INIT/RQ/INSTM/QUAL/MSN Evaluations: Flown from the right seat. Integrate the following as a minimum:

Table 6.1. (Added-DOVER) Copilot Evaluation Requirements.

ILS	Partial Flap Landing
PAR (evaluate verbally if not available)	VFR Pattern
Two Non-Precision Approaches: One must be to a circling approach	SID or Departure Instructions
	Holding or Procedure Turn Entry
Full Flap Landing	4-Engine Missed App/Go-Around

6.7.2. (Added-DOVER) First Pilot INIT/RQ/INSTM/QUAL/MSN Evaluations: The same as an aircraft commander evaluation as listed in **6.7.3. (Added)** below, except a CAT II ILS and a no-flap landing will not be flown. For copilots receiving an initial First Pilot evaluation log the Form 8 as an initial evaluation and, make a remark in the comments section noting that the evaluation fulfills the First Pilot evaluation requirements (e.g. "First Pilot qualified"). ***NOTE:*** Pilots receiving an AC evaluation at Altus and flying as a first pilot, will complete a full AC profile. (512 OG) Pilots not scheduled to complete AC upgrade in the next 17 months will receive a first pilot (MC) evaluation.

6.7.3. (Added-DOVER) Aircraft Commander Periodic/INIT/RQ/INSTM/QUAL/MSN Evaluations: AC profile is flown primarily from the left seat, and will include a right seat instrument approach and landing. IP profile may be flown from either seat. IP must critique another pilot's takeoff, pattern, and landing to demonstrate instructor abilities. Integrate the following as a minimum on Aircraft Commander Periodic/INIT/RQ/INSTM/QUAL/MSN Evaluations:

Table 6.2. (Added-DOVER) Aircraft Commander Evaluation Requirements.

PAR (evaluate verbally if not available)	3-Engine Missed Approach/Go-Around
ILS	3-Engine Approach and Landing
CAT II ILS (must be flown from left seat)	Partial Flap Landing
Two Non-Precision Approaches: One must be to a circling approach	Full Flap Landing
VFR Pattern	No-Flap Landing
SID or Departure Instructions	Right-Seat Instrument Approach and Landing (N/A for EP/IP)
Holding or Procedure Turn Entry	Taxi Procedures (180º turn required for first pilots and ACs with less than 150 hours in command

6.7.4. (Added-DOVER) Instructor Pilot INIT/RQ Evaluations: Flown from the right seat. This profile will not reset the INSTM/QUAL/MSN EVAL. To reset this cycle, a full AC profile (**6.7.2. (Added)**) must be flown. Fly the following as a minimum:

Table 6.3. (Added-DOVER) Instructor Pilot Evaluation Requirements.

- 1 Instrument Approach	3-Engine Landing
Partial Flap Landing	No-Flap Landing
Full-Flap Landing	3-Engine Missed Approach

6.7.4.1. (Added-DOVER) When an instructor or flight examiner is receiving a periodic or INIT/RQ evaluation, they will accomplish the pre-mission training/student briefing and critique as well as complete their evaluation profile.

NOTE: Plan the evaluation profile to reset the INSTM/QUAL/MSN 17-month cycle. If full profile is not flown for IP evaluation, expiration date is the same as current INSTM/QUAL/MSN.

6.7.5. (Added-DOVER) En Route Evaluations. Squadron Commanders will determine en route evaluation requirements for individuals upgrading to Aircraft Commander. Consider experience, previous mission and training performance when assessing whether to administer an en route evaluation. Pilots who do not receive an en route evaluation during the Aircraft Commander upgrade will have a recommendation for certification documented on the AF Form 4023 by the instructor who supervised the "recommend ride". The Squadron Commander will then certify the new Aircraft Commander on the AF Form 1381, **USAF Certification of Aircrew Training**. Aircraft Commanders who did not receive an initial en route evaluation, should receive a SPOT evaluation within 8 months after certification to Aircraft Commander. In addition to the requirements of AFI 11-2C-5V2, initial en route and SPOT evaluations will emphasize mission planning, crew management, flight planning, mission execution, and fuel conservation. A minimum of four mission legs is recommended for an initial en route evaluation and two mission legs minimum for a SPOT, following AC certification.

6.7.6. (Added-DOVER) Air Refueling INIT/RQ/Periodic Evaluations. Evaluate air refueling qualified pilots (MP-Level) in the left seat. A rendezvous or closure from a minimum of 1 nm is required. Breakaway procedures should be evaluated in flight, but may be evaluated in an ATD if not performed in the aircraft. Manual boom latching and overrun procedures may be verbally evaluated. Use 10-min autopilot on and 5-min autopilot off as a guide for sustained contacts.

6.7.6.1. (Added-DOVER) Air Refueling (IP Level) INIT/RQ Evaluations. Evaluate all Initial AR IPs from the right seat IAW AFI 11-2C-5V2. A boom limits demonstration is required for all initial AR IP evaluations. The AR periodic evaluation date should be reset when giving an AR IP initial evaluation; therefore, all periodic evaluation requirements must be met. When resetting the AR periodic evaluations date, the evaluation should focus on right seat procedures and include a stable contact from the left seat.

6.7.6.2. (Added-DOVER) Air Refueling (IP/Level) Periodic Evaluations. For periodic evaluations of a current and qualified AR IP, the examinee should be in command during the evaluation. The examiner may sit where he/she chooses. Evaluate AR IPs during their periodic AR evaluation as outlined in paragraph **6.7.6. (Added)** Evaluate AR IP/EPs on instructional duties during the mission pre-brief, debrief and during the sortie. (436 OG) Both left and right seat contacts should be evaluated.

6.7.7. (Added-DOVER) (436 OG) Airdrop (AD) INIT/RQ Periodic Evaluations (Pilots, all levels). Evaluations on local sorties will only be allowed after concurrence with OGV. Conduct evaluation on a tactical mission profile including a departure, low-level route, airdrop, and tactical recovery. If con-

ditions result in a no-drop (slow down checklist must be completed), the evaluator will determine if the evaluation can be completed.) Initial/Periodic AD evaluations for left seat IPs will include instruction of airdrop and may be flown from either seat.

6.7.8. (Added-DOVER) (436 OG) SOLL II INIT/RQ/Periodic Evaluations (Pilots, all levels). Evaluations on local sorties will only be allowed after concurrence with OGV. Initial Left Seat evaluations will be en route evaluations. (The evaluation will include a covert takeoff, low level route, airborne radar approach (ARA), missed approach, covert landing, taxi, and ground operations. Initial Left Seat evaluations will include a 180-degree turn on night vision goggles (NVB).) If the Left Seat candidate is an IP, a covert touch and go landing and right seat landing will also be evaluated. Right seat pilots must demonstrate the ability to reset flaps and trim during a touch and go. Ground operations will consist of a loading exercise configuration using the full SOLL II Block-In/Starting Engines/Block-Out checklists. No actual upload/download is required. Evaluate NVG limitations, SOLL II restrictions and forward area refueling point (FARP) operations (if not accomplished during the mission) verbally.

6.8. (Added-DOVER) (436 OG) Advanced Simulator Program (ASP) Evaluation Program.

6.8.1. (Added-DOVER) Administration. The C-5 Advanced Simulator Program (ASP) consists of two evaluations accomplished in the simulator. The Maneuver Validation Evaluation (MVE) replaces the pilot's periodic INSTM/QUAL/MSN evaluation. A Line Oriented Evaluation (LOE) for pilots and flight engineers evaluates Crew/Cockpit Resource Management (CRM). The LOE is a requisite for the pilot INSTM/QUAL/MSN and for the first flight engineer and above QUAL/MSN evaluations. For flight engineers, the LOE should be accomplished during the first two months of the eligibility period. Upgrade, requalification, second flight engineer, and loadmaster evaluations do not require an LOE.

6.8.2. (Added-DOVER) Documentation. Following each evaluation, an AF Form 8, MVE Computer Scoring Sheet (pilots only) and LOE Computer Scoring Sheet will be completed. Document periodic evaluations on a single AF Form 8. Document the MVE in the flight phase as SIM INSTM/QUAL/MSN. Document the LOE in the flight phase as SIM MSN. As per para **1.14.** and **1.11.3.**, the AF Form 3862 is required to be used. At the examiner's discretion, additional worksheets may be used to facilitate documentation. Worksheets available to the examiner include AF Form 4031 and the Maneuver Validation Worksheet produced by Flight Safety Services Corporation (FSSC). Annotate which LOE profile was flown in the comments section of the AF Form 8.

6.8.3. (Added-DOVER) Scheduling. In the event of a Q-2 or Q-3 performance during the MVE or LOE, individuals will not proceed to the next event until successfully completing the retraining/recheck. Crewmembers will not be in a DNIF status while accomplishing these evaluations. Squadron DOV will notify the examinees in advance of their evaluation schedule.

6.8.4. (Added-DOVER) Maneuver Validation Evaluation (MVE).

6.8.4.1. (Added-DOVER) This evaluation is setup for two pilots, preferably the same pilots who were evaluated in the Line Oriented Evaluation (LOE) together. Units will provide one pilot flight examiner (EP) to administer the evaluation and one flight engineer (MF or higher) for pilot support. The flight engineer will not be evaluated during the MVE.

6.8.4.2. (Added-DOVER) The profile is the same as the current INSTM/QUAL/MSN evaluation conducted in the airplane. The first evaluation should be completed in the first two-hour block and the second evaluation should follow after a brief break period. Squadrons should pair an AC (or higher crew qual) with an FP or MC for the LOE and MVE. This will increase the likelihood of

completing both pilot evaluations in the 4-hour simulator period, as well as optimizing the crew for the LOE. To shorten the pre-flight time, examiners may direct the pilots to begin with the "Before Taxi" checklist.

6.8.4.3. (Added-DOVER) The examinees will meet with the EP two hours prior to the start of the simulator period for briefing and verbal evaluation. The EP may occupy the jump seat or the other pilot seat during the evaluation. The EP may elect to perform touch-and-go landings to expedite the profile flow. Otherwise, all landings should be planned to a full stop. Following a full stop, the EP will ensure the airplane is configured for takeoff. The simulator operator will insure all malfunctions are cleared and affected system operation is restored. Pilots should accomplish the "lineup" checklist prior to subsequent takeoff. The simulator operator will provide air traffic services. The EP must closely coordinate with the simulator operator to ensure weather conditions, malfunctions, and radar vectors are suitable for performance of each approach. Emergency procedures should be coordinated in advance with the simulator operator for realism. Do not simulate engine out emergencies by retarding a throttle. Engine out approaches will not be touch and go landings. Compound emergencies are not authorized.

6.8.5. (Added-DOVER) Line Oriented Evaluation (LOE).

6.8.5.1. (Added-DOVER) The LOE requires a basic (pilot and engineer) crew. Because the performance of one crew position could adversely impact an evaluation in the other crew position, both a pilot and engineer examiner (EP, EF) should be present for each LOE, even if there is no examinee from their respective crew position. Do not evaluate the scanner. Crewmembers not requiring an LOE will not receive an AF Form 8, however, they should be observed using the Maneuver Validation Worksheet from Flight Safety Services Corporation, (FSSC).

6.8.5.2. (Added-DOVER) The general profile will be an operational mission with multiple malfunctions or complex situations requiring good crew interaction for successful mission accomplishment.

6.8.5.3. (Added-DOVER) Examiners will occupy the appropriate seats (pilot examiner in jump seat, engineer examiner in FE instructor seat) and may be involved in the profile (e.g., portray additional crewmembers, etc). The simulator operator (a FSSC pilot instructor) will operate the pilot instructor operation station and will act as ATC. Only one mission segment will be flown, with the crewmembers occupying duty stations based on their qualification (e.g., copilot in the right seat, instructor pilot in either seat, second flight engineer in the scanner's seat, etc.). If the crew consists of two aircraft commanders, one will perform copilot duties for the duration of the mission. However, every AC or above must be evaluated in the left seat regardless of the number of LOEs flown from the right seat. Similarly, each first engineer must be evaluated in the engineer’s position. Each mission segment should last no more than 2 hours. Flight Safety videotapes each LOE. Erase tapes immediately following the debriefing.

6.8.5.4. (Added-DOVER) The pilot examiner and engineer examiner will confer to determine the overall grades for the evaluation and should conduct the debriefing together with the entire crew. Flight examiners will normally assess the same grade for all crewmembers in the LOE. Flight examiners will use the maneuver validation worksheet developed by FSSC to grade each area of the crew's performance.

6.8.5.5. (Added-DOVER) The intent of this evaluation is to quantify crew effectiveness, particularly focusing on CRM. As with any other type of evaluation, flight examiners may disqualify any

crewmember based solely on unsatisfactory CRM performance, even if no technical error is observed.

6.9. (Added-DOVER) (436 OG) Navigator Evaluations.

6.9.1. (Added-DOVER) Mission Navigator. Initial (INIT), Periodic (MSN) and Requalification (REQ). Qualification evaluation profile must include a Category I route, or a Category II route using Category I procedures, of sufficient length to demonstrate proficiency in navigation procedure. Use of Category II route in lieu of a Category I route requires OGV concurrence. The evaluation will include mission planning, over water flight and fuel planning, takeoff and landing monitoring, over water procedures, crew communications, emergency equipment and emergency procedures.

6.9.2. (Added-DOVER) SOLL II Map Navigator/Airdrop. Initial (INIT), Periodic (MSN) and Re-qualification (RQ) Evaluations. The evaluation will consist of a tactical route to an ARA and/or a Computed Air Release Point (CARP) airdrop (actual or Simulated Airdrop Training Bundle [SATB]). Initial Map Navigator evaluations will be on an unfamiliar route to an unfamiliar LZ and/or DZ. Missions may be a combination high/low profile; at least 30 minutes must be flown at low level. Do not schedule evaluation routes for less that 30-minutes from combat entry to time of arrival(TOA) or time over target (TOT). Map Navigator evaluations will include: low level map reading, turn point identification, crew coordination, back-up timing, ARA graph construction/theory, NVG operation, emergency procedures, drop zone acquisition and airdrop accuracy. Airdrop accuracy within the following Circular Error (CE): HE, Personnel, SATB: 300 meters. For airdrops above 800’ AGL, add 15 meters for each 100’ above 800’ to a maximum total CE of 600 meters. For night visual airdrops, add 50 meters to allowable CE not to exceed the above maximums. Initial Map Navigator evaluations on local sorties require concurrence with OGV.

6.9.3. (Added-DOVER) SOLL II Radar Navigator. Initial (INIT), Periodic (MSN) and Re-qualification (RQ) Evaluations. Missions may be a combination high/low profile; at least 30 minutes must be flown at low level. Do not schedule evaluation routes for less than 30-minutes from combat entry to time of arrival (TOA) or time over target (TOT). Evaluate Radar Navigators on positioning duties, weather radar use and weather avoidance. Also evaluate low-level procedures, crew coordination, terminology, timing and slowdown computations, ARA graph construction/theory, SOLL II emergency procedures, and aircraft equipment. Periodic RN/AD evaluations for EN/INs will include a discussion of SOLL II and airdrop instruction techniques and procedures. Evaluations on local sorties require concurrence with OGV.

6.9.4. (Added-DOVER) Instructor Navigator Evaluations. Initial (INIT), Periodic (MSN) and Re-qualification (RQ) evaluations. Conduct initial instructor navigator evaluations with the instructor candidate instructing an actual student navigator on a SOLL II and/or airdrop mission (flight examiner may satisfy this requirement). (Exception: previous INs can receive this evaluation on an over water flight. Conduct periodic instructor evaluations in conjunction with periodic SOLL II/AD evaluations.

6.9.5. (Added-DOVER) Instructor Navigator INIT Evaluations. Requirements for this evaluation will be IAW AFI 11-2C-5V2. This evaluation requires an actual student and should be completed on an airdrop/SOLL II mission (Exception: previous INs can receive this evaluation on an over water flight, and the examiner can be the “student”). Periodic instructor evaluations are not required, but if a periodic evaluation is accomplished after initially qualified, instructional abilities will be evaluated.

6.10. (Added-DOVER) Flight Engineer Evaluations.

6.10.1. (Added-DOVER) Initial Qualification Evaluations. This evaluation should be administered on an operational mission from home-station to home station with a minimum of four legs.

6.10.2. (Added-DOVER) Initial Qualification Instructor Evaluations. This evaluation should be administered on an operational mission with a minimum of three legs and shall have a student flight engineer.

6.10.3. (Added-DOVER) First Flight Engineer RQ/Periodic Evaluations. This evaluation should be administered on a non-SOLL II operational mission with a minimum of two legs.

6.10.3.1. (Added-DOVER) Instructor/Examiner RQ/Periodic Evaluations. The evaluation should include at least three mission legs (436 OG)/two legs mission (512 OG).

6.10.4. (Added-DOVER) (436 OG) SOLL II INIT Evaluations. Administer this evaluation on a SOLL II mission (non-local) with a minimum of two legs and two infils and/or exfils. The examinee shall be observed from the flight engineer's and the scanner's positions.

6.10.4.1. (Added-DOVER) (436 OG) SOLL II RQ/Periodic Evaluations. This evaluation may be administered on a SOLL II local training mission with concurrence of OGV. This evaluation should be administered one hour after sunset.

6.10.5. (Added-DOVER) Second Flight Engineer Periodic Evaluations. Evaluation may be administered on a local training mission.

6.10.6. (Added-DOVER) Any deviations from the above procedures require 436/512 OG/OGV approval.

6.11. (Added-DOVER) Loadmaster Evaluations.

6.11.1. (Added-DOVER) Initial qualification/mission evaluations. Requirements for this evaluation will be IAW AFI 11-2C-5V2. Administer this evaluation on an operational mission from home-station with a minimum of two mission legs.

6.11.2. (Added-DOVER) Initial instructor evaluations. Requirements for this evaluation will be IAW AFI 11-2C-5V2. Administer this evaluation on an operational mission with the instructor candidate providing instruction to a loadmaster student.

6.11.3. (Added-DOVER) (436 OG) Qualification/Mission Evaluations (Initial, Periodic, and Requalification) should not be administered on SOLL II missions. Exceptions require advance OGV approval.

6.11.4. (Added-DOVER) (436 OG) Initial Airdrop Evaluation; every effort must be made to have paratroop personnel in addition to the heavy equipment platform. In the event that paratroopers are not available, the examiner will conduct a thorough verbal examination and will utilize personnel airdrop equipment to conduct actual demonstration. When the individual is scheduled for their first airdrop mission with personnel airdrops, they will be required to be under the supervision of an airdrop qualified instructor/flight examiner. The instructor/examiner will enter the following statement in the comments section on the Form 8 after successful completion of the evaluation; Restrictions: A. Supervised Status during first personnel airdrop mission under the supervision of a qualified airdrop instructor/flight examiner. After the individual successfully completes their first personnel airdrop, the instructor/examiner will annotate the date completed and sign in the COMMENTS section on the Form 8.

6.11.5. (Added-DOVER) Tolerance criteria for evaluations is listed in the MTL/ESD and AFI 11-2C-5V2.

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

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202V1, *Aircrew Training Program*

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

AFI 11-2C-5V1, *C-5 Aircrew Training*

AFI 11-2C-5V3, *C-5 Operations Procedures*

AFI 11-215, *Flight Manual Procedures*

AFI 11-218, *Aircraft Operations and Movement on the Ground*

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

AFMAN 11-210, *Instrument Refresher Course Program*

AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*

AFMAN 36-2236, *Guidebook for Air Force Instructors*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AC—Aircraft Commander

AR—Air Refueling

ARA—Airborne Radar Approach

ATC—Air Traffic Control

ATD—Aircrew Training Device

CARP—Computed Air Release Point

EPE—Emergency Procedures Evaluation

FARP—Forward Areas Refueling Point

FEF—Flight Evaluation File

GPS—Global Positioning System

MDA—Minimum Descent Altitude

MQF—Master Question File

NVG—Night Vision Goggles

RQ—Requalification

SATB—Simulated Airdrop Training Bundle

SCM—Space Cargo Modification

SOLL—Special Operations Low Level

TOA—Time of Arrival

TOT—Time Over Target

Attachment 2

PILOT FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A2.1. C-5 Pilot Flight Evaluation Worksheet.

AREA/SUBAREAS	Q	Q-	U	T	REMARKS
GENERAL	■	■	■	X	
1. Directives and Publications					
2. Msn Preparation/Planning/Performance					
3. Use of Checklists					
4. Safety Consciousness		■			
5. Judgment/Compliance		■			
6. Crew Coordination/CRM					
7. Communication Procedures					
8. Life Support Systems/Egress					
9. Knowledge/Completion of Forms					
10. Airmanship/Situational Awareness					
QUALIFICATION/MISSION	■	■	■	X	
11. Ground Operations/Taxi					
12. Takeoff					
13. Rdr Ops/Wtr Avoidance/Windshear					
14. VFR Pattern					
15. Landings					
15A. Full Flap					
15B. Partial Flap					
15C. No Flap					
15D. Engine Out Operations					
15E. Touch-and-Go					
15F. Right Seat					
16. Ldg Roll/Braking/Reverse Thrust					
17. All Engine Go-Around (GA)					
18. Engine Out Operations					
19. Engine Out GA/EFTOC					
20. Boldface Emergency Procedures		■			
21. Other Emergency Procedures					
22. Systems Ops/Knowledge/Limitations					
23. Tactical Maneuvers (if observed)					
INSTRUMENT	■	■	■	X	
24. Instrument Departure/SID					
25. Enroute Navigation/FMS (if installed)					
26. Holding					
27. Use of NAVAIDs					
28. Descent/Arrival					
29. Precision Approach (two required)					
29A. PAR (verbal)					
29B. ILS					
29C. CAT II ILS					
30. Non-precision Approach(two required)					
30A. NDB					
30B. Localizer/VOR					
30C. ASR					

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AREA/SUBAREAS	Q	Q-	U	T	REMARKS
30D. TACAN					
30E. GPS					
31. Circling Approach					
32. Missed Approach					
INSTRUCTOR	■	■	■	X	
33. Instructor Ability		■			
33A. Demonstration of Maneuvers		■			
33B. Student Briefing/Critique		■			
ENROUTE (initial AC only)	■	■	■	X	
34. Aircraft Commander Responsibilities					
35. Enroute Procedures/Fuel Conservation					
36. Descent/Arrival					
37. Landing					
38. Post-Flight/RON Procedures					
39. Authentication/Aircraft Security					
40. Engines Running On/Offload					
AIR REFUELING	■	■	■	X	
41. Receiver A/R -General					
41A. Rendezvous					
41B. Closure					
41C. A/R Position-Control					
41D. Overrun Procedures (verbal)					
41E. Breakaway Procedures					
41F. A/R Emergency Procedures (verbal)					
41G.Right Seat A/R & Limits (IP only)					
AIRDROP	■	■	■	X	
42. Knowledge of Airdrop Procedures					
43. Threat Analysis/Chart Preparation					
44. Ground Operations					
45. Departure					
46. Low/Mid-level Navigation					
47. Ingress/Slowdown					
48. Drop Zone Acquisition/Track					
49. Release Procedures					
50. Airdrop Procedures					
51. Descent/Recovery					
SOLL II	■	■	■	X	
52. Knowledge of SOLL II Procedures					
53. Threat Analysis/Chart Preparation					
54. Ground Operations					
55. Departure					
56. Low/Mid-level Navigation					
57. Ingress/Slowdown					
58. Landing Zone Acquisition/Track					
continue on reverse					

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Figure A2.1. Continued..

AREA/SUBAREAS	Q	Q-	U	T	REMARKS
SOLL II (continued)	■	■	■	X	
59. Descent//Airborne Radar Approach					
UNIT	■	■	■	X	

TREND ANALYSIS GUIDANCE *(Note: T column is for Trend Information)*

Grade each sub-area using the following guidelines:

A = Q awarded and the evaluator makes a positive comment during the post mission critique.

B = Q awarded and no other comment is warranted.

C = Q or Q- awarded and the evaluator makes negative comment during the post mission critique.

D = U action taken.

C-5 PILOT FLIGHT EVALUATION

DATE COMPLETED		
NAME *(Last, First, MI)*	GRADE	SSN
ORGANIZATION/LOCATION	ACFT/CREW POS	ELIGIBILITY PERIOD

QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE

QUALIFICATION LEVEL			ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	RESTRICTION *(Explain in Comments)*	DUE DATE
		YES ☐	DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION		NO ☐	

COMMENTS

CERTIFICATION

PRINT NAME AND GRADE	ORGANIZATION
1. FLIGHT EXAMINER	
2. REVIEWING OFFICER	
3. FINAL APPROVING OFFICER	

Attachment 3

NAVIGATOR FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A3.1. C-5 Navigator Flight Evaluation Worksheet.

AREA/SUBAREAS	Q	Q-	U	T	REMARKS
GENERAL	■	■	■	X	
1. Directives and Publications					
2. Msn Preparation/Planning/Performance					
3. Use of Checklists					
4. Safety Consciousness		■			
5. Judgment/Compliance		■			
6. Crew Coordination/CRM					
7. Communication Procedures					
8. Life Support Systems/Egress					
9. Knowledge/Completion of Forms					
10. Airmanship/Situational Awareness					
11. Briefings					
QUALIFICATION/MISSION	■	■	■	X	
12. Preflight					
13. Departure					
14. Rdr Ops*/Wtr Avoidance/Windshear					
15. General Navigation					
15A. Plotting/Fixing/Pacing					
15B. Course Adherence					
16. Radio Navigation					
17. Radar Navigation					
18. Navigation Systems					
18A. INS/GPS					
18B. Compass Systems/Radio Navigation					
19. Descent/Approach Monitor					
20. Emergency Equipment					
21. Emergency Procedures					
INSTRUCTOR	■	■	■	X	
22. Instructor Ability		■			
22A. Instructor Demonstration		■			
22B. Student Briefing/Critique		■			
TACTICAL	■	■	■	X	
23. Tactical Mission Planning					
23A. Rt/Tgt/Thrt Anlys (w/ DZ/LZ mark)					
23B. Briefings					
23C. Airdrop/Flight Path Computations					
24. Low Level Navigation					
24A. Departure					
24B. Enroute (ETA, Course, and Pacing)					
24C. Escape Procedures					
AIRDROP	■	■	■	X	
25. In-flight Briefings/Advisories					
26. In-flight Airdrop Computations					
* *If installed*					

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AREA/SUBAREAS	Q	Q-	U	T	REMARKS
27. Slowdown					
28. DZ/LZ Acquisition/Alignment					
29. Time-on-Target (TOT)					
30. Airdrop Accuracy					
SOLL II	■	■	■	X	
31. TOT/TOA					
32. Airborne Radar Approach (ARA)					
33. Night Vision Goggles (NVG) Ops					
34. Course Tolerances					
35. Special Operations Procedures					
UNIT	■	■	■	X	

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Figure A3.1. Continued

AREA/SUBAREAS	Q	Q-	U	T	REMARKS

TREND ANALYSIS GUIDANCE *(Note: T column is for Trend Information)*

Grade each sub-area using the following guidelines:

A = Q awarded and the evaluator makes a positive comment during the post mission critique.

B = Q awarded and no other comment is warranted.

C = Q or Q- awarded and the evaluator makes negative comment during the post mission critique.

D = U action taken.

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C-5 NAVIGATOR FLIGHT EVALUATION

DATE COMPLETED		
NAME *(Last, First, MI)*	GRADE	SSN
ORGANIZATION/LOCATION	ACFT/CREW POS	ELIGIBILITY PERIOD

QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE

QUALIFICATION LEVEL			ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	RESTRICTION *(Explain in Comments)*	DUE DATE
		YES ☐	DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION		NO ☐	

COMMENTS

CERTIFICATION

PRINT NAME AND GRADE	ORGANIZATION
1. FLIGHT EXAMINER	
2. REVIEWING OFFICER	
3. FINAL APPROVING OFFICER	

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Attachment 4

FLIGHT ENGINEER FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A4.1. C-5 Flight Engineer Flight Evaluation Worksheet.

AREA/SUBAREAS	Q	Q-	U	T	REMARKS
GENERAL	■	■	■	X	
1. Directives and Publications					
2. Msn Preparation/Planning/Performance					
3. Use of Checklists					
4. Safety Consciousness		■			
5. Judgment/Compliance		■			
6. Crew Coordination/CRM					
7. Communcation Procedures					
8. Life Support Systems/Egress					
9. Knowledge/Completion of Forms					
10. Situational Awareness					
11. Limitations					
QUALIFICATION/MISSION	■	■	■	X	
12. Before Interior/Interior Inspect'n. (FE)					
13. Exterior Inspection (Scanner)					
14. TOLD/Obstacle Clearance					
15. Aircraft Weight and Balance					
16. Before Starting/Starting Engines					
17. Before Taxi/Taxi					
18. Before Takeoff/Lineup/After TO Clmb					
19. Climb/Cruise/Descent/Appr. Monitor					
19A. TERPS					
19B. Climb/Cruise Data					
19C. Range Data					
19D. Variant Configuration Data					
19E. Fuel Management/Procedures					
19F. Air Refueling (A/R) Procedures					
20. Before Landing/After Landing					
21. Eng. Shutdown/Before Lv Acft/Pst Flt					
22. Emergency Procedures					
22A. Ground Emergencies					
22B. Takeoff Emergencies					
22C. In-flight Emergencies					
22D. Landing Emergencies					
23. Boldface Emergency Procedures		■			
24. Ground Operating Procedures					
24A. Pushback/Tow/Post Tow					
24B. Quick Stop					
24C. Operational Stop					
24D. Kneel/Unkneel					
24E. Engines Running On/Offload					

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AREA/SUBAREAS	Q	Q-	U	T	REMARKS
25. Engine/Auxiliary Power Unit (APU)					
26. Climate/Environmental Systems					
26A. Oxygen					
26B. Pneumatics/Bleed Air					
26C. Pressurization/Depressurization					
26D. Air Conditioning/Floor Heat					
26E. Anti-Icing/De-Icing					
27. Avionics					
27A. Radios					
27B. Radar					
27C. ELT/CVR/FIR					
27D. MADAR					
27E. INS/GPS/FMS/Instruments					
27F. SATCOM					
27G. Aerial Defensive Systms (if installed)					
28. Airframe					
28A. Flight Controls					
28B. Windows/Hatches/Doors/Ramps					
28C. Landing Gear/Brakes/Kneeling					
29. Hydraulics					
30. Fuel					
31. Electrical					
32. Air Refueling System					
33. Fire Suppression System					
34. Warning Systems					
INSTRUCTOR	■	■	■	X	
35. Instructor Ability		■			
35A. Technical Knowledge		■			
35B. Student Briefing/Debrief/Critique		■			
35C. Knowledge of Training Forms					
SOLL II	■	■	■	X	
36. SOLL II Operations					
UNIT	■	■	■	X	

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Figure A4.1. Continued

AREA/SUBAREAS	Q	Q-	U	T	REMARKS

TREND ANALYSIS GUIDANCE *(Note: T column is for Trend Information)*

Grade each sub-area using the following guidelines:

A = Q awarded and the evaluator makes a positive comment during the post mission critique.

B = Q awarded and no other comment is warranted.

C = Q or Q- awarded and the evaluator makes negative comment during the post mission critique.

D = U action taken.

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C-5 FLT ENGINEER FLIGHT EVALUATION		DATE COMPLETED
NAME *(Last, First, MI)*	GRADE	SSN
ORGANIZATION/LOCATION	ACFT/CREW POS	ELIGIBILITY PERIOD

QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE

QUALIFICATION LEVEL			ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	RESTRICTION *(Explain in Comments)*	DUE DATE
		YES ☐	DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION		NO ☐	

COMMENTS

CERTIFICATION

PRINT NAME AND GRADE	ORGANIZATION
1. FLIGHT EXAMINER	
2. REVIEWING OFFICER	
3. FINAL APPROVING OFFICER	

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Attachment 5

LOADMASTER FLIGHT EVALUATION WORKSHEET EXAMPLE

Figure A5.1. C-5 Loadmaster Flight Evaluation Worksheet.

AREA/SUBAREAS	Q	Q-	U	T	REMARKS
GENERAL	■	■	■	X	
1. Directives and Publications					
2. Msn Preparation/Planning					
3. Use of Checklists					
4. Safety Consciousness		■			
5. Judgment/Compliance		■			
6. Crew Coordination/CRM					
7. Emergency/Life Support Equipment					
8. Knowledge/Completion of Forms					
9. Situational Awareness					
10. Briefings					
QUALIFICATION/MISSION	■	■	■	X	
11. Aircraft Preflight/Thruflight/Config.					
12. Load Planning/Inspection					
13. On/Off-loading Procedures					
14. Engine Running Onload/Offload					
15. Proper Restraint					
16. Passenger Handling					
17. Weight and Balance					
18. Systems Knowledge/Operation					
18A. Oxygen					
18B. Ramps and Doors					
18C. Kneeling					
18D. Winching					
18E. Radios/Interphone/PA					
18F. Electric's/External Power					
18G. APU/ATM					
18H. Hydraulics					
18I. Environmental					
19. Knowledge Hazardous Cargo Handling					
20. Ground Support Equipment					
21. Aircraft Limitations					
22. Fleet Service/Comfort Pallet					
23. Boldface Emergency Procedures		■			
24. Other Emergency Procedures					
24A. Ground Emergencies					
24B. In-flight Emergencies					
INSTRUCTOR	■	■	■	X	
25. Instructor Ability		■			
25A. Technical Knowledge		■			
25B. Student Briefing/Critique		■			
25C. Knowledge of Training Forms					

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AREA/SUBAREAS	Q	Q-	U	T	REMARKS
AIRDROP	■	■	■	X	
26. Preflight and Rigging Procedures					
27. Coordinated Airdrop Briefing					
28. Joint Airdrop Inspection					
29. Knowledge of Airdrop Procedures					
29A. Personnel					
29B. Heavy Equipment					
29C. Special Operations					
30. Knowledge of Emergency Procedures					
SOLL II	■	■	■	X	
31. SOLL II Operations					
UNIT	■	■	■	X	

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Figure A5.1. Continued

AREA/SUBAREAS	Q	Q-	U	T	REMARKS

TREND ANALYSIS GUIDANCE *(Note: T column is for Trend Information)*

Grade each sub-area using the following guidelines:

A = Q awarded and the evaluator makes a positive comment during the post mission critique.

B = Q awarded and no other comment is warranted.

C = Q or Q- awarded and the evaluator makes negative comment during the post mission critique.

D = U action taken.

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C-5 LOADMASTER FLIGHT EVALUATION

NAME *(Last, First, MI)*	GRADE	SSN
ORGANIZATION/LOCATION	ACFT/CREW POS	ELIGIBILITY PERIOD

DATE COMPLETED

QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK	DATE

QUALIFICATION LEVEL			ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	RESTRICTION *(Explain in Comments)*	DUE DATE
		YES ☐	DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION		NO ☐	

COMMENTS

CERTIFICATION

PRINT NAME AND GRADE	ORGANIZATION
1. FLIGHT EXAMINER	
2. REVIEWING OFFICER	
3. FINAL APPROVING OFFICER	

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