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C-130 EVALUATION CRITERIA

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This volume implements AFD 11-2, *Aircraft Rules and Procedures*. It establishes evaluation criteria for the operation of C-130 (includes 109 AW, LC-130 and 403 AW, WC-130) aircraft to safely and successfully accomplish their worldwide mobility missions. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and the appropriate MAJCOM supplement. 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.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS) covers required information. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction. Maintain and dispose of records created as a result of processes prescribed in this instruction in accordance with AFMAN 37-139, *Records Disposition Schedule*.

This document is new and must be completely reviewed.

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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 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews. Flight examiners use this AFI when conducting aircrew evaluations. Instructors use this AFI when preparing aircrews for qualification.

1.2. Applicability. This AFI is applicable to all individuals operating C-130 aircraft. Copies should be available to all C-130 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., 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. MAJCOM standardization/evaluation will notify 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 AFD 11-2, *Aircraft Rules and Procedures*. Limit supplement 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/XOO for approval (according to AFD 11-2, *Aircraft Rules and Procedures*). Use the following OPR's address: HQ AMC/DOV, 402 Scott Dr., Unit 3A1, Scott AFB IL, 62225-5302. When supplements are published, notify or 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 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. Unit commanders may provide copies to 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 and sub areas necessary for the successful completion of evaluations, and which required areas/sub areas will be considered critical or non-critical.

1.9. Evaluation Requirements . Accomplish all flight evaluations IAW this paragraph and **Chapter 2, Chapter 3, Chapter 4, and Chapter 5** of this instruction. Complete the following evaluations at 17-month intervals according to AFI 11-202V2, and the appropriate MAJCOM supplement. **Exception:** Formal Course Evaluations may fly Qualification/Instrument evaluations IAW syllabus mission profile guidelines or on a mission profile developed from syllabus training objectives. All Formal Course Mission evaluations shall be IAW this AFI and AFI 11-202V2.

1.9.1. Instrument (INSTM) Evaluation. All C-130 pilots will successfully complete a periodic instrument evaluation. The flight phase shall evaluate pilot performance and application of instrument procedures and maneuvers. The ground phase includes requisite instrument refresher course and open-book written instrument examination according to AFMAN 11-210, *Instrument Refresher Course Program*.

1.9.2. Qualification (QUAL) Evaluation. All C-130 crewmembers will successfully complete a periodic qualification evaluation. The flight phase is an in-flight evaluation of aircrew performance including both performance and application of flight manual procedures and maneuvers. The ground phase includes the following requisites: open-book and closed-book examinations, Boldface examination, and EPE.

1.9.3. Mission (MSN) Evaluations. Navigators, Flight Engineers and Loadmasters may accomplish MSN evaluations in conjunction with QUAL evaluations (e.g., QUAL/MSN). Normally, pilots will accomplish separate MSN and INSTM/QUAL evaluations. Mission evaluations should be as realistic as possible with a minimum of simulated events. Flight phase includes evaluation of performance and application of operational procedures and maneuvers. The ground phase includes the following requisites: open-book examination, Boldface examination, and EPE. For units/aircrew with an airdrop requirement, mission evaluations for all crew positions should include actual airdrop loads, if possible.

NOTE: For crew members or units requiring mission evaluations other than airdrop, conduct mission evaluations on a sortie reflecting the unit's or individual's primary mission (e.g. assault operations). Pilot and navigator mission evaluations for these individuals may be accomplished in conjunction with the qualification evaluation. For crewmembers or units not required to perform assault or airdrop missions, specific mission (MSN) evaluation requirements are waived IAW AFI 11-202V2.

1.9.4. Instructor (INSTR) Evaluations. To initially qualify as an instructor in the C-130, crewmembers will successfully complete an initial instructor qualification course and evaluation. Subsequently, aircrew members designated as instructors will be evaluated on their ability to instruct during all periodic evaluations. Crewmembers may use their initial instructor evaluation to satisfy the requirements of a periodic evaluation provided all evaluation requirements for the periodic evaluation are met.

1.9.5. SPOT Evaluations. See AFI 11-202V2.

1.9.6. Requalification (RQ). Use the prefix RQ according to AFI 11-202V2.

1.9.7. Emergency Procedures Evaluations (EPE). Use AFI 11-202V2 and the following: Evaluate an aircrew member's knowledge of emergency procedures and aircraft systems for all initial, requalification, and periodic QUAL and MSN evaluations. The EPE will include areas commensurate with the examinee's graduated training (e.g., initial, line, instructor, or evaluator) or as specified in the crew position chapters of this AFI for EPE requirements.

1.9.7.1. Group Standardization and Evaluation office (OG/OGV) will develop and maintain a list of EPE program requirements (topics, special interest, etc.). OG/OGV shall develop an EPE guide for each crew position detailing the evaluation areas and conduct of the EPE. EPEs shall emphasize emergency procedures and systems knowledge. Examiners may use one continuous scenario throughout the EPE, or use different scenarios as required to ensure appropriate areas are evaluated.

1.9.7.2. Normally, do not conduct an EPE during a flight evaluation. (**EXCEPTION:** Loadmasters may conduct an EPE during non-critical phases of flight.) If available, conduct an EPE in a simulator, Weapon System Trainer (WST) or Aircrew Training Device (ATD). If not available, the EPE will be verbally evaluated.

1.9.7.3. Examinees may use publications that are normally available in-flight. The examinee must recite, perform, or write all Boldface items.

1.9.7.4. 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.

1.10. Grading Policies. See AFI 11-202V2, Chapter 5, *Grading Policies*, and the following.

1.10.1. When in-flight evaluation of a required area is not possible, the area may be verbally evaluated or evaluated in an ATD unless otherwise noted. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision. If an alternate method is used to complete the evaluation, document in the Additional Comments portion of the AF Form 8. Use of this provision must be approved by the examinee's CC. The commander's signature on the Form 8 as the Reviewing or Approving Officer constitutes CC approval.

1.11. Grading System. See AFI 11-202V2, Chapter 5, *Grading System*, and the following.

0.0.1. 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 area title and shading of the Q- block on the AF Form 3862, Flight Evaluation Worksheet. See examples at [Attachment 2](#), [Attachment 3](#), [Attachment 4](#), and [Attachment 5](#).

1.12. Conduct of Evaluations.

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

1.12.1.1. Flight examiners will normally not evaluate personnel they have primarily trained, recommended for upgrade, or who write their effectiveness/performance reports.

1.12.2. Unless otherwise specified, flight examiners may conduct the evaluation in any seat or position that best enables them to observe the examinee’s performance.

1.12.3. 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.

1.12.3.1. 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.

1.12.3.2. The judgment of the flight examiner, guidance provided in AFI 11-202V2, and this instruction will be the determining factors in assigning an overall qualification level on the AF Form 8. 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/sub area grades assigned, and any additional training required.

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

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

1.12.4. The simulator/ATD may be used to accomplish additional training and re-checks. Areas for additional training and re-checks should be limited to those areas/sub areas that can be realistically accomplished in a simulator.

1.12.5. Rechecks will normally be administered by a flight examiner other than the one who administered the original evaluation.

1.13. Unsatisfactory Performance. See AFI 11-202V2, Chapter 5 and the following.

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

1.13.2. Immediately correct breaches of flying safety or flight discipline during an evaluation (this applies to all crewmembers). If the situation occurs, the flight examiner will also debrief an appropriate unit supervisor and if appropriate, document the deviation on an AF Form 8.

1.13.3. Notify the examinee's squadron commander/operations officer and flight commander, if available, whenever less than Qualification Level "Q-1" performance is observed.

1.13.4. 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.

1.13.5. When an examinee jeopardizes safety of flight, the flight examiner may assume the duties of that aircrew member, if warranted. This does not mean the flight examiner must assume the examinee's position any time unsatisfactory performance is observed.

1.14. Use of AF Form 3862, Flight Evaluation Worksheet. Units will overprint AF Form 3862, (see [Attachment 2](#), [Attachment 3](#), [Attachment 4](#) and [Attachment 5](#)) and use it 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 using the "T" column if desired. 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 Chapter 6 and the following.

1.15.1. Open-Book Exam. An open-book examination is a requisite for the QUAL and MSN evaluations. The open book QUAL exam will consist of 60 to 80 questions for all crew positions. The open book MSN exam will consist of 40 to 50 questions for pilots, navigators, and loadmasters, and 10 to 20 questions for flight engineers.

1.15.2. Closed-Book Exam. A closed-book exam is a requisite for QUAL evaluations. The exam will consist of 20 to 30 questions from the Master Question File (MQF). Complete a Boldface exam in conjunction with the closed-book exam (NA for navigators and loadmasters).

1.15.3. Instructor Open-Book Exam. An open-book exam will be given prior to the initial instructor flight evaluation.

1.15.3.1. The instructor open-book examination is a requisite for initial (INIT) and RQ INSTR flight evaluations. INIT/RQ INSTR open-book examinations will have a minimum of 20 questions and may be derived from AFMAN 36-2236, *Guidebook for Air Force Instructors*, AFI 11-2C-130V1, 2, and 3, and flight/instruct or related sources. Questions should include scenario-driven instructor questions.

1.15.3.2. Subsequent (periodic) INSTR Examinations. A portion of the open-book examination will include instructor questions. A separate (unique) INSTR open-book examination is not required.

1.16. Typical C-130 Evaluation Profile(s). The unit (OG/CC or OG/OGV) will determine the evaluation profiles suitable for aircrew evaluations. Approval of the unit flying schedule may satisfy this requirement.

1.17. Multiple C-130 Model Certification. Accomplish difference training IAW AFI 11-2C-130V1, *C-130 Aircrew Training*. A periodic evaluation may be accomplished in any C-130 aircraft model in which the individual is certified. Attempt to accomplish requisite testing in the same aircraft model in which the flight evaluation is flown, or expected to be flown.

1.18. Senior Officer Requirements. See AFI 11-202V1, *Aircrew Training* and AFI 11-2C-130V1, *C-130 Aircrew Training*. All Senior Officer Courses will conclude in qualification and AF Form 8 evaluation. This is the intent of the course. If a Senior Officer does not complete the flight evaluation the Senior Officer Course is incomplete.

Chapter 2

PILOT EVALUATIONS

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

2.1.1. Flight examiners will not intentionally fail any equipment during flight evaluations, but may deny the use of systems not affecting safety of flight.

2.1.2. Under no circumstances will a flight examiner allow the aircraft to slow below one engine-out V_{mca} or exceed aircraft limitations specified in the flight manual, regardless of tolerances listed for specific areas.

2.1.3. 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.

2.1.4. Pilots may conduct evaluations when scheduled as primary aircrew members.

2.2. Instrument/Qualification Evaluations (Initial, Periodic and Requalification). Conduct C-130 instrument evaluations concurrently with qualification evaluations. All General, Qualification, and Instrument areas/sub areas are required instrument/qualification evaluation items unless otherwise specified in [Attachment 2](#). Accomplish two precision (PAR and ILS/MLS) and two non-precision approaches. Instrument/Qualification evaluations should include approaches to airfields other than home station or deployed locations, if possible.

NOTE: If only one precision approach is accomplished during the flight, the second type of precision approach may be verbally evaluated.

2.3. Mission Evaluations (Initial, Periodic, and Requalification). Depending on the unit mission or crew member's qualification, the mission evaluation may consist of an airdrop profile, an assault profile, or both. See area/sub area criteria for required areas. All general and mission areas/sub areas are required mission evaluation items unless otherwise specified in [Attachment 2](#).

2.3.1. For units with a station keeping equipment (SKE) or adverse weather aerial delivery system (AWADS) airdrop mission, a visual low-level route and a SKE route to an airdrop and recovery must be flown to complete the evaluation.

2.3.2. The assault profile will consist of a tactical approach, assault takeoff, and assault landing. Conduct evaluations on an actual 3,000 foot runway if available. If not available, a larger runway with 3,000 foot markings and clearly identifiable touch down zone may be used. One go-around is permitted, provided the aircraft does not touch down short of the zone. As a minimum, thoroughly debrief copilots on assault procedures.

2.3.2.1. For units/aircrew with a mission evaluation requirement (such as assault operations) but no airdrop requirement, area 48 (Defensive Systems/Tactics) and area 49 (Threat Avoidance) will be evaluated.

2.3.2.2. The assault profile may be evaluated in conjunction with the instrument/qualification evaluation (as defined in the local supplement to AFI 11-202V2). If accomplished with the instru-

ment/qualification evaluation annotate on a separate line in the Flight Phase Section of the AF Form 8 as MSN (Airland).

2.3.3. Non-Lead Pilot. Normally, accomplish the routes in the wing position. As a minimum, one of the routes will be in the wing position.

2.3.4. Lead Pilot. Accomplish one of the routes in the formation lead position. Normally, evaluate a lead pilot in a SKE/AWADS formation lead or element lead position, and a visual formation lead position.

2.3.5. Copilot. One of the routes should be flown in the wing position.

2.4. LC-130 Evaluations. Conduct the evaluation during actual missions or under simulated mission conditions. A ski mission profile includes a ski airborne radar approach (ARA), ski landing and ski take-off. For single-ship VFR airdrop qualified pilots, evaluation of the airdrop mission will be at the discretion of the 109AW OG/CC.

2.5. Instructor Evaluations (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. State that instructional abilities were evaluated in the comments section of the AF Form 8. List a minimum of two areas instructed by the examinee. 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. During periodic qualification evaluations, instructors will initiate a simulated aircraft malfunction requiring a simulated engine shutdown, simulated engine-out approach and go-around. The instructor will be evaluated on his ability to ensure safe simulated engine-out operations.

2.5.2. If airdrop mission qualified, all initial and requalification instructor evaluations require the examinee to instruct a SKE or visual low-level route and airdrop.

2.5.3. All instructor areas/sub areas are required instructor evaluation items.

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

2.6. Emergency Procedures Evaluation (EPE).

2.6.1. The EPE should cover a cross section of aircraft systems emergencies such as bleed air, fuel, oil, electrical, engines, avionics, hydraulics, self-contained navigation system (SCNS)/inertial navigation system (INS), and propellers. Examinees should be able to demonstrate an understanding of aircraft systems beyond the actual steps required for an emergency procedure. Include the following items on EPEs:

2.6.1.1. All Boldface procedures.

2.6.1.2. Take-off and Landing Data (TOLD) definitions, take-off procedures and emergencies for Qual and Mission evaluations. Mission evaluations will also include maximum effort TOLD definitions, take-off procedures and emergencies.

2.6.1.3. Airdrop emergency procedures, defensive system operation, threat interpretation, and evasive action for mission evaluations.

2.7. Pilot Grading Criteria.

2.7.1. General.

Area 1. Directives/Publications/Personal and Professional Equipment.

- Q** Possessed an adequate knowledge of all applicable aircraft publications and procedures and understood how to apply both to enhance mission accomplishment. Publications were current and properly posted. Had all required personal/professional equipment. Displayed satisfactory knowledge of the care and use of such equipment. Required equipment inspections were current.
- Q-** Possessed a limited knowledge of 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. Did not have required personal/professional equipment. Required equipment inspections were overdue or equipment was unserviceable.

Area 2. Mission Preparation/Planning/Performance.

- Q** Checked all factors applicable to flight such as weather, notices to airmen (NOTAM), alternate airfields, airfield suitability, fuel requirements, charts, etc. Adequate knowledge of performance capabilities and operating data. Attended required briefings.
- Q-** Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Limited knowledge of performance capabilities or approved operating procedures/rules. Late for required briefings.
- U** Made major errors or omissions that would have prevented an effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data. Performance calculations exceeded Q- limits. Failed to attend required briefings.

Area 3. 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.

Area 4. Use of Checklist.

- 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 crewmember 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 5. 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 6. Judgment/Compliance. (Critical)

Q Exhibited strict flight and crew discipline. Prepared and completed mission in compliance with existing instructions and directives.

U Failed to exhibit strict flight and crew discipline. Failed to comply with existing instructions and directives which did or could have jeopardized safety or mission success.

Area 7. Crew Coordination/Management/Crew Resource Management (CRM). Refer to AF Form 4031, CRM Skills Criteria Training/Evaluation Form as a reference.

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

Q- Crew coordination skills detracted from mission accomplishment. Demonstrated limited knowledge of other crewmembers' duties and responsibilities.

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

Area 8. Communication/IFF/SIF Procedures.

Q Complete knowledge of and compliance with correct communication/IFF/SIF procedures. Transmissions were concise with proper terminology. Thoroughly familiar with and operated correctly, HAVE QUICK, IFF, and secure voice equipment.

Q- Occasional deviations from procedures 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. Displayed limited knowledge of HAVE QUICK, IFF, and secure voice equipment.

U Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/interphone calls. Displayed poor knowledge of HAVE QUICK, IFF, and secure voice equipment.

Area 9. 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, life 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. Unsatisfactory knowledge of aircraft egress procedures.

Area 10. Knowledge/Completion of Forms.

Q All required forms and/or flight plans were complete, accurate, readable, accomplished on time and IAW applicable directives. Provided an accurate debrief of significant events to applicable agencies (Intel, 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 11. Airmanship/Situational Awareness.

Q Maintained situational awareness and exercised sound judgement throughout the mission. Conducted the flight with a sense of understanding and comprehension. Prioritized tasks properly.

Q- Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Momentary lapses of situational awareness and sound judgement detracted from the mission. Limited ability to prioritize tasks.

U Lacked situational awareness. Faulty judgement resulted in decisions that had negative mission impact. Lacks the skills to prioritize tasks. Unaware of significant events that impacted the mission.

2.7.2. Qualification.

NOTES:

1. Use the following criteria as general tolerances for airspeed, altitude, and heading/course.

2. Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Airspeed "minus" tolerances are based on minimum maneuvering speed for aircraft configuration.

3. This criteria does not apply to landings. See specific landing area for landing tolerances.

Q Meets the following tolerances:

Airspeed: +10/-5 KIAS

Altitude: +/-100 feet

Heading/Course: +/-5 degrees

Q- Exceeds Q criteria but does not exceed:

Airspeed: +15/-5 KIAS

Altitude: +/-200 feet

Heading/Course: +/-10 degrees

U Exceeded Q- criteria.

Area 12. Ground Operations/Taxi.

- Q** Established and adhered to station, start engine, taxi, and take-off time to assure thorough pre-flight, check of personal equipment, crew/passenger briefings, etc. Accurately determined readiness of aircraft for flight. Completed all systems preflight/post-flight inspections IAW flight manual. Conducted taxi operations according to 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 preflight/post-flight a critical component or could not conduct a satisfactory preflight/post-flight inspection.

Area 13. Takeoff.

- Q** Maintained smooth, positive aircraft control throughout the takeoff. Performed the takeoff IAW flight manual and as published/directed.
- Q-** Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.
- U** Takeoff was potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded Q- criteria.

Area 14. Radar Ops/Weather Avoidance/Windshear.

- Q** Effectively demonstrated procedures for operating weather radar (if equipped). Updated weather radar/analysis throughout the mission. Highly knowledgeable of windshear detection and avoidance equipment/procedures. Used all available sources to determine if and/or to what degree severe weather conditions exist. Complied with all weather separation and windshear avoidance directives.
- Q-** Minor deviations observed when operating weather radar (if equipped). 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 (if equipped). Failed to update radar/weather analysis when critical. Displayed unsatisfactory knowledge of windshear detection and avoidance equipment. Failed to comply with weather separation or windshear avoidance directives that could have jeopardized safety or mission success.

Area 15. Fuel Conservation.

- Q** 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 during the mission.
- Q-** 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 con-

servation procedures, but missed several opportunities to apply fuel conservation procedures during the mission.

- U Unaware of fuel conservation procedures. Failed to apply any fuel conservation procedures during the mission.

Area 16. VFR Pattern.

- Q Performed traffic pattern and turn to final/final approach IAW published procedures. Aircraft control was smooth and positive. Constantly cleared area of intended flight.
- Q- Performed traffic pattern and turn to final/final approach with minor deviations to procedures. Aircraft control was safe but not consistently smooth and positive. Over/under shot final approach, but was able to intercept normal glide path. Adequately cleared area of intended flight.
- U Did not perform traffic pattern and/or turn to final/final approach IAW published procedures. Displayed erratic aircraft control. Did not clear area of intended flight.

Area 17. Landings. (Includes Full Flap, Partial Flap, No-Flap (AC and IP only), and Touch/Stop-and-Go landings)

Sub Area 17A. Full Flap Landing. (100%)

Sub Area 17B. Partial Flap Landing. (50%)

Sub Area 17C. No Flap Landing. (AC and IP Only)

Sub Area 17D. Touch/Stop and Go Landing.

NOTES:

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

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

Airspeed: +/-5 KIAS

Touchdown Zone: 1000-2000 feet

Centerline: +/-15 feet left or right

TCH: +25/-0 feet

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

Airspeed: +10/-5 KIAS

Touchdown Zone: Threshold-3000 feet

Centerline: +/-25 feet left or right

TCH: +50/-0 feet

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

Area 18. Landing Roll/Braking/Propeller Reversing.

- Q** Performed as published/directed IAW flight manual. Braking action and propeller reversing commensurate with landing conditions.
- Q-** Performed landing roll with minor deviation to procedures. Braking action and propeller reversing not accomplished commensurate with landing conditions but did not jeopardize safety. Braking or propeller reversing action not applied smoothly.
- U** Landing roll not performed as published/directed. Braking or propeller reversing accomplished in an unsafe manner. Exceeded Q- criteria.

Area 19. All Engine Go-Around. (Not Required if Area 21 or 33 is Accomplished)

- Q** Initiated and performed go-around promptly and IAW flight manual and directives. Applied smooth control inputs. Acquired 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 20. Engine Out Landing. (AC/IP Only) Use Area 17 criteria.**Area 21. Engine Out Go-Around. (AC/IP Only)**

- Q** Performed all required procedures IAW the flight manual and directives. Applied smooth, positive, and coordinated control inputs. Rudder and aileron inputs were in correct direction.
- Q-** Errors were made which did not affect safety. Aircraft control was not consistently smooth and positive. Rudder and aileron inputs were in the correct direction with some over/under control.
- U** Rudder and/or aileron inputs were incorrect. Failed to perform the maneuver IAW the flight manual and current directives. Exceeded Q- criteria.

Area 22. Boldface. (Critical)

- Q** Correct, timely responses in the proper sequence. Maintained aircraft control. Coordinated proper crew actions.
- U** Incorrect sequence, unsatisfactory response, or unsatisfactory performance of corrective actions.

Area 23. 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.
- Q-** Operated within prescribed limits but was slow to analyze problems or apply proper corrective actions. Did not effectively use, omitted, or deviated in use of checklist and/or available aids.
- U** Exceeded limitations. Unable or failed to analyze problem or take proper corrective action. Did not use checklist and/or available aids.

Area 24. Systems Operations/Knowledge/Limitations.

- Q** Demonstrated a complete knowledge of aircraft systems and operating limitations both with and without reference to the flight manual and/or available aids.

- Q- Limited 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 or explain the procedures for aircraft systems operations with or without reference to the flight manual and/or available aids.

2.7.3. Instrument.

NOTES:

1. Use the following criteria as general tolerances for airspeed, altitude, and heading/course.
2. Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual.
3. This criteria does not apply to landings. See specific landing area for landing tolerances.

Q Meets the following tolerances:

Airspeed: +10/-5 KIAS

Altitude: +/-100 feet

Heading/Course: +/-5 degrees

Q- Exceeds Q criteria but does not exceed:

Airspeed: +15/-5 KIAS

Altitude: +/-200 feet

Heading/Course: +/-10 degrees

U Exceeded Q- criteria.

Area 25. Instrument Departure/Standard 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 26. En Route Navigation/SCNS.

- Q Able 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 position. Failed to recognize checkpoints or adjust for position deviations from course. Did not remain with the confines of assigned airspace. Exceeded Q- criteria.

Area 27. Holding.

Q Performed entry and holding IAW published procedures and directives.

Q- Performed entry and holding procedures with minor deviations.

U Holding was not IAW flight manual, directives, or published procedures.

Area 28. 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 29. Descent/Arrival.

Q Performed descent as directed. Complied with all flight manual, controller 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 deviations. Did not accomplish required checks. Erratic corrections. Exceeded flight manual limitations.

Area 30. Precision Approaches. (Includes PAR, ILS, and Precision MLS)

NOTES:

1. Use the following criteria as general tolerances for airspeed, altitude, heading, glide slope, and azimuth.

2. Airspeed tolerances are based on computed approach speed.

Q Meets the following tolerances:

Airspeed: +10/-5 KIAS

Altitude: Initiated missed approach at decision height +50/-0 feet

Heading: +/-5 degrees of controller's instructions (PAR)

Glide Slope: Within one dot (ILS/MLS)

Azimuth: Within one dot (ILS/MLS)

Q- Exceeds Q criteria but does not exceed:

Airspeed: +15/-5

Altitude: Initiated missed approach at decision height +100/-0 feet

Heading: +/-10 degrees of controller's instructions (PAR)

Glide Slope: Within one dot low, two dots high (ILS/MLS)

Azimuth: Within two dots (ILS/MLS)

U Exceeded Q- criteria.

Sub Area 30A. PAR.

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

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

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

Sub Area 30B. ILS.

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

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

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

Sub Area 30C. MLS. (Precision) Use same criteria as Sub Area 30B.

Area 31. Non-Precision Approaches. (Includes NDB, Localizer (LOC), VOR, ASR, TACAN, Azimuth Only MLS, and ARA)

Sub Area 31A. NDB.

Sub Area 31B. LOC/VOR.

Sub Area 31C. ASR.

Sub Area 31D. TACAN.

Sub Area 31E. Azimuth Only MLS.

Sub Area 31F. ARA.

NOTES:

1. Use the following description and criteria as general tolerances for airspeed, altitude at MDA, heading, course, timing, and distance with all engines operating.
2. Airspeed tolerances are based on computed approach speed.

- Q** Approach was IAW published procedures. Used appropriate descent rate to arrive at MDA at or before VDP. Position would have permitted a safe landing. Smooth and timely response to controller's/navigator's instructions (ASR/ARA).

Airspeed: +10/-5 KIAS

MDA: +100/-0 feet

Course: +/-5 degrees at MAP (NDB, VOR, TAC), less than one dot deflection (LOC, MLS)

Timing: Computed/adjusted timing to determine MAP within 10 seconds (when required)

Distance: Determined MAP within +/-0.5 Mile

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

Airspeed: +15/-5

MDA: +150/-50 feet

Course: +/-10 degrees at MAP (NDB, VOR, TAC), within 2 dots (LOC, MLS)

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

Distance: Determined MAP within +1/-0.5 Miles

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

Area 32. 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.

Airspeed +10/-5

Altitude +100/-0

- Q-** Deviated from established procedures but was not unsafe. Slow to comply with controller's instructions. Attained runway alignment but occasionally required excessive bank angles or maneuvering.

Airspeed +15/-5

Altitude +150/-50

- 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 33. Missed Approach. (Not Required if Area 19 or 21 is Accomplished)

- Q** Executed missed approach IAW 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 IAW flight manual, directives, or published procedures. Did not comply with controller's instructions. Deviation or misapplications of procedures could have led to an unsafe condition. Exceeded Q- criteria.

2.7.4. Instructor.**Area 34. Instructor Ability.**

- 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.
- Q-** Accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress.
- U** Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

Sub Area 35. Instructor Demonstration.

- Q** Effectively demonstrated correct procedures, systems operation or flight maneuvers. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.
- Q-** Minor discrepancies in the above criteria did not affect safety or adversely affect student progress.
- 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.

Sub Area 36. Student Briefing/Critique.

- Q** Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Demonstrated the ability during the critique to reconstruct the flight, offer mission analysis, and provide guidance where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre-briefed the student's next mission, if required.
- Q-** Briefings were adequate but lacked clarity. Student critique was accurate but lacked the depth needed to maximize the learning opportunity. Briefing was complete with only minor discrepancies overlooked or omitted.
- U** Briefings were unsatisfactory 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.

Sub Area 37. 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/publications was inadequate. Did not accomplish required forms. Omitted or incorrectly documented significant training information.

2.7.5. Mission.**Area 38. Pre-Takeoff.**

- Q** Established and adhered to station, start engine, taxi, and take-off times to assure thorough pre-flight, check of personal equipment, crew/passenger briefings, etc. Accurately determined readiness of aircraft for flight. Performed all checks prior to takeoff. Taxi was as briefed (if applicable).
- Q-** Same as above except minor deviations did not detract from mission effectiveness.
- U** Omitted checklist items. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff that degraded the mission or made it non-effective. Taxi not as briefed due to pilot error that contributed to late takeoff or confusion in the formation.

Area 39. Takeoff.

NOTE: Use Area 13 criteria and the following for formation takeoffs. For single ship takeoffs, use Area 13 criteria only.

- Q** Maintained smooth control. Properly briefed crew on appropriate abort calls. Followed established procedures.
- Q-** Minor deviations to established procedures. Inputs/corrections slow when encountering vortices.
- U** Safe execution of the takeoff jeopardized by improper procedures. Did not use appropriate side of runway (N/A for feed-on method).

Area 40. Departure/Assembly.

NOTE: Use Area 25 criteria and the following:

Lead Criteria.

- Q** Smooth on controls. Good wingman consideration.
- Q-** Minor deviations in procedures. Aircraft control was safe but not consistently smooth and positive. Inconsistent wingman consideration made it difficult for wingmen to maintain position.
- U** Departure not IAW flight manual directives or published procedures. Rough on the controls. No wingman consideration.

Wingman Criteria.

- Q** Smooth on controls. Maintained position with only momentary deviations. Maintained good separation and complied with leader's instructions. Smooth, timely rejoin.

- Q- Minor deviations to published procedures. Over controlled the aircraft to the extent that formation position was somewhat inconsistent. Slow to respond to leader's instructions. Slow to rejoin.
- U Procedures not IAW flight manual directives or published procedures. Rough on the controls. Abrupt position corrections. Did not maintain safe separation or formation position. Failed to comply with leader's instructions. Unsafe rejoin.

Area 41. Formation Procedures.

Lead/Element Lead Criteria.

- Q Positive control of formation/element. Established appropriate formations. Smooth on controls and considered wingmen. Planned ahead and made timely decisions. Ensured wingmen flew proper position. Did not rush flight command indicator (FCI) test. Identified and complied with SKE system fault code requirements.
- Q- Minor deviations to published procedures. Limited flight management. Aircraft control was safe but not consistently smooth and positive. Inconsistent maneuvering made it difficult for wingmen to maintain position. Did not always plan ahead and/or hesitant in making decisions. Rushed or occasionally missed FCIs causing potential wingman confusion. Slow to identify or comply with SKE system fault code requirements.
- U Procedures not IAW flight manual, directives or published procedures. Did not establish appropriate formations. Rough on the controls. Erratic maneuvering caused wingmen to breakout or over-run formation. Little consideration for wingmen. Indecisive. Failed to ensure wingmen maintained proper position. Placed formation/wingmen in unsafe position or circumstances. Consistently missed FCIs. Did not identify or failed to comply with SKE system fault code requirements.

Wingman Criteria.

- Q Maintained position with only momentary deviations. Smooth and immediate position corrections. Maintained safe separation and complied with leader's instructions. Smooth timely rejoin. Identified and complied with FCIs and SKE system fault code requirements.
- Q- Minor deviations to published procedures. Slow to comply with leader's instructions. Varied position considerably. Over controlled. Slow to rejoin. Occasionally missed or slow to respond to FCIs or SKE system fault code requirements.
- U Procedures not IAW flight manual, directives or published procedures. Did not comply with leader's instructions. Unable to maintain formation position. Abrupt position corrections. Did not maintain safe separation. Unsafe rejoin. Did not identify or comply with FCIs or SKE system fault code requirements.

Area 42. Enroute Navigation. Use Area 26 criteria.

Area 43. Slowdown. Use Area 38 criteria.

Area 44. DZ Alignment.

NOTE: Use area 38 criteria and the following:

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

Airspeed +/-5 knots

Altitude +50/-0 feet

Q- Identified the DZ late despite clear marking and sufficient landmarks. Alignment was satisfactory but tended to angle.

Airspeed +10/-5 knots

Altitude +100/-50 feet

U Unable to identify DZ due to poor technique or pilot error. Did not fly proper alignment, or unaware of alignment error. Mission not accomplished due to poor DZ acquisition, alignment or deviation from procedures, caused by pilot error or omission. Did not recognize a no-drop situation. Exceeded Q- criteria.

Area 45. Airdrop Procedures.

Q Meets the following tolerances:

Airspeed +/-5 KIAS

Altitude +50/-0 feet

Q- Exceeds Q criteria but does not exceed:

Airspeed +10/-5 KIAS

Altitude +100/-50 feet

U Did not recognize a no-drop situation. Exceeded Q- criteria.

Area 46. Escape. Use Area 38 criteria.

Area 47. Formation Recovery.

NOTE: Use Area 38 criteria and the following:

Q (Visual) Rolled out on final in position to intercept glide path to touchdown. (SKE) Aircraft in position to fly a normal glidepath to touchdown at the decision height (DH)/missed approach point (MAP).

Q- (Visual) Rolled out on final high or drug-in but able to make a normal landing. Slow to recognize need for an unplanned go-around. Slow to initiate unplanned go-around. Unplanned go-around due to poor pilot procedure or technique. (SKE) Slow to identify the need for an unplanned go-around. Slow to initiate an unplanned go-around.

U (Visual) Rolled out on final in position requiring go-around due to poor pilot procedure or technique. Did not initiate unplanned go-around when required. (SKE) Missed Approach/Go-Around required due to poor pilot procedures or technique. Did not identify need for an unplanned go-around. Did not initiate an unplanned go-around when required.

Area 48. Formation Landing.

NOTE: Use Area 17 criteria and the following:

Q Good formation position throughout landing. Followed briefed procedures for reversing and braking.

- Q- Landing separation exceeded 9,000 feet for SKE or 30 seconds for visual landings. Long landing interval did not cause following aircraft to execute go-around/missed approach.
- U Attempted to touchdown with less than 5,000 feet (SKE) or 15 seconds (visual) spacing from the previous aircraft. Long landing interval caused following aircraft to execute go-around/missed approach. Did not follow briefed reversing and braking procedures.

Area 49. Flight Leadership. (Lead Only)

- Q Demonstrated satisfactory knowledge of threat analysis and route construction. Applied appropriate tactics to avoid the threat and minimize exposure. Correctly planned the route of flight, with emphasis on obstruction clearance. Made timely and appropriate inputs to target/crew study. Thoroughly coordinated mission with other agencies, if applicable. Relayed all flight commands consistent with procedures, briefings, and threat. Passed information to formation aircraft in a timely manner. Provided positive guidance in leading the formation. Stayed abreast of time status and worked with crew to determine corrective action. Able to verbalize corrective action for gaining or losing time.
- Q- Minor errors in route construction, threat analysis, or tactics selection. Unfamiliar with appropriate tactic for a given scenario. Minor errors in providing signals, or signals not given appropriately for type formation or threat. Flight profile inconsistent but did not jeopardize safety of follower aircraft. Provided minimal leadership in the conduct of the flight. Limited ability to make TOT adjustments.
- U Made major errors in threat analysis or route construction. Could not safely fly planned profile. Unable to locate classified threat parameters. Did not contact appropriate agencies. Poor planning resulted in an unsuccessful mission. Did not pass critical information to other aircraft in-flight. Mission unsuccessful as a result of examinee's lack of performance, and/or leadership. Exceeded TOT criteria due to poor procedures or technique; made no attempt to maintain or recover TOT.

Area 50. Defensive Systems/Tactics. (If Applicable)

- Q Demonstrated satisfactory knowledge of defensive systems/tactics. Applied appropriate tactics to avoid the threat and minimize exposure. Made timely and appropriate inputs to crew during mission.
- Q- Minor errors in threat analysis or tactics selection. Limited knowledge of appropriate tactic for a given scenario. Did not make timely inputs to crew during mission.
- U Unsatisfactory defensive systems knowledge. Major errors in threat analysis or tactics selection would have resulted in an unsuccessful mission.

Area 51. Threat Avoidance.

- Q Able to plot threats in-flight and formulate a plan of action to avoid lethal range of given threat system. Executed the proper evasive maneuver when given an immediate threat. Aware of appropriate tactics to avoid threats and exposure.
- Q- Made minor errors in plotting and avoiding the lethal range of a given threat system. Minor errors in threat analysis or tactics selection.

U Unable to plot a given threat. Did not avoid lethal range of given threat system. Did not execute an effective evasive maneuver when given an immediate threat. Not aware of appropriate tactics for specific threats or terrain.

Area 52. NVG Usage/Limitations. (If Observed)

Q Correctly described the use/limitations of night vision goggles (NVGs). Proper pre-flight, handling, and use of NVGs during the flight.

Q- Made minor omissions or deviations in describing the use/limitations of NVGs. Did not properly pre-flight, handle, or use NVGs during the flight, but caused no serious damage to equipment. Mission success not negatively affected.

U Procedures for using NVGs were incorrect. Caused damage to equipment. Mission unsuccessful as a result of improper NVG usage.

Area 53. Tactical Recovery.

Q Followed procedures as briefed. Smooth positive control throughout the recovery. Aircraft in position to intercept glidepath to assault landing. Constantly cleared area of intended flight.

Q- Performed recovery with minor deviations to published procedures. Aircraft control was not consistently positive and smooth. Over/under-shot final approach slightly but was able to intercept glidepath to assault landing.

U Recovery not performed IAW flight manual directives or published procedures. Displayed erratic aircraft control. Over/under-shot final approach requiring a go-around or potentially unsafe maneuvering to intercept final. Did not clear area of intended flight.

Area 54. Assault Procedures.

Q Displayed satisfactory knowledge of assault procedures. Could describe and apply terms such as acceleration check speed, minimum field length for maximum effort takeoff, three-engine Vmca, etc. Thoroughly analyzed departure/landing runway and surrounding terrain. Reviewed all applicable TOLD and thoroughly briefed crew.

Q- Minor deviations in knowledge or published procedures. Minor errors in describing or applying above terms. Minor errors or omissions in TOLD or crew briefing.

U Procedures not IAW flight manual directives or published procedures. Unable to analyze assault zone constraints or verbalize concerns posed by terrain or other factors. Could not describe or apply above terms. Major errors in TOLD review or crew briefing. Unsatisfactory knowledge of assault procedures.

Area 55. Assault Takeoff.

Q Maintained smooth positive control throughout departure roll and takeoff. Climbed on speed and decreased angle of attack as required once clear of obstacle.

Q- Control inputs were safe but not consistently smooth and positive. Minor deviations from published/briefed procedures did not jeopardize safety.

U Takeoff not IAW with flight manual directives or published procedures. Did not use Vmca when conditions permitted. Raised flaps too quickly in relation to airspeed. Performance of maneuver jeopardized safety.

Area 56. Assault Landing.

Q Maintained smooth approach path. Maintained constant aim point or made positive corrections. Touched down on centerline within the zone (defined as the first 500 feet of usable runway) without excessive bouncing or crab. Maintained runway centerline during roll out.

Airspeed +/- 5 knots

Q- Minor deviations to published procedures. Aim point wandered or corrections were not smooth or timely. Landed in zone but with some bounce or crab. Touchdown was no more than 10 feet from centerline.

Airspeed +10/-5 knots

U Touchdown short of the landing zone. Touchdown beyond the landing zone and did not execute a go-around. Exceeded Q- criteria.

Area 57. Ski Airborne Radar Approach (ARA).

Q Made smooth and timely corrections. Maintained positive aircraft control throughout the approach.

Q- Performed procedures with minor deviations. Slow to make corrections. Aircraft control was not consistently smooth and positive.

U ARA not IAW flight manual, directives, or published procedures. Made erratic corrections. Jeopardized safety.

Area 58. Ski Landing.

Q Performed the ski landing as directed. Maintained positive aircraft control throughout the landing. Touchdown was within the first one-third of the skiway.

Q- Performed procedure with minor deviations. Slow to make corrections. Aircraft control was not consistently smooth and positive. Touchdown was within the first one-third of the skiway.

U Landing not IAW flight manual, directives, or published procedures. Made erratic corrections throughout the maneuver. Touchdown was not within the first one-third of the skiway. Jeopardized safety.

Area 59. Ski Takeoff.

Q Performed the takeoff as directed. Maintained awareness of prevailing wind and surface conditions. Exercised good judgement in use of available ski surface.

Q- Performed procedure with minor deviations. Made slightly erratic or inappropriate corrections throughout the takeoff. Limited awareness of wind and/or surface conditions resulted in a less than optimum takeoff.

U Takeoff not IAW flight manual, directives, or published procedures. Made erratic or inappropriate corrections throughout the takeoff. Lack of awareness of wind and/or surface conditions jeopardized safety.

Chapter 3

NAVIGATOR EVALUATIONS

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

3.1.1. Flight examiners will not intentionally fail any equipment during flight evaluations, but may deny the use of systems not affecting safety of flight.

3.2. Qualification Evaluations (Initial, Periodic and Requalification). On a Category I or II route of no less than two hours, the examinee must demonstrate proficiency in navigation procedures. All General and Qualification areas/sub areas are required qualification evaluation items unless otherwise specified in [Attachment 3](#). In addition, navigators will attend the periodic Instrument Refresher Course (IRC) and take the applicable open book examination IAW AFI 11-202V2. This will be documented on the ground phase portion of the AF Form 8.

3.2.1. Simulator Evaluations. Navigators with 3 or more years experience in C-130 aircraft may accomplish periodic qualification evaluations in the simulator (operational flight trainer [OFT], weapon system trainer [WST], or satellite navigation station [SNS]); however, use simulators as a last resort to perform evaluations.

3.2.2. Airborne Radar Approach (ARA). The ARA is a basic navigation proficiency item normally accomplished in conjunction with the mission evaluation for mission navigators (MN) and in conjunction with the qualification evaluation for basic navigators (FN). Units may determine a standardized method for accomplishing the ARA. State that an ARA was evaluated in the comments section of the AF Form 8

3.2.3. Grid Navigation. After initial Grid certification, evaluate Grid procedures on all periodic qualification evaluations. State, "Grid procedures were evaluated," in the comments section of the AF Form 8. At the discretion of the flight examiner, a navigator graded U in the Grid area may continue to fly as a primary navigator on non-Grid missions.

3.3. Mission Evaluations (Initial, Periodic, and Requalification). Units/aircrew with an airdrop requirement will conduct mission evaluations on an airdrop sortie. Units/aircrew without an airdrop requirement will conduct mission evaluations on a sortie reflecting the units'/individual's primary mission. All General and Mission areas/sub areas are required evaluation items unless otherwise specified in [Attachment 3](#).

3.3.1. The airdrop profile will consist of a visual low-level route and a SKE/AWADS route, each to an airdrop to complete the evaluation.

3.3.1.1. Non-Lead Navigator. Accomplish an unfamiliar visual tactical low-level route in the lead position or single ship. Formal school student evaluations may consider any low-level route unfamiliar. Normally accomplish the SKE route in the wing position.

3.3.1.2. Lead Navigator. Accomplish an unfamiliar visual tactical low-level route in the lead position or single ship. Normally accomplish the SKE route in SKE lead or SKE element lead position (2-ship minimum required for SKE portion).

NOTE: An unfamiliar route is defined as a route not flown by the examinee in the previous six months.

3.3.2. Combined QUAL/MSN Evaluation. The QUAL/MSN evaluation is not mandatory for mission qualified navigators, but may be used to reduce the number of evaluations given during a 17-month cycle, while focusing on the most essential areas of the navigation process. The QUAL/MSN evaluation will consist of an airland planning portion (to include applicable open/closed book tests/IRC/EPE requisites) and the traditional low-level mission planning followed by the mission evaluation. The airland planning will be completed prior to the mission flight evaluation. The evaluator will present an over-water planning scenario based on a realistic operational mission scenario that will drive the airland mission planning. The airland mission planning will include all applicable navigation procedures (route selection, flight information, publication review, flight plan, chart preparation, weather consideration, preflight fuel planning, equal time point computation, coast in/out procedures, deviation checks, aircraft position fixes, log work, dead reckoning, fuel management, TERPS, departure and arrival).

3.3.2.1. The low-level mission planning will be completed prior to the mission evaluation. The flying phase of the mission will remain as currently defined.

3.3.2.2. During the airland/mission planning phases and flight debrief, the evaluator may ask the examinee to demonstrate navigation procedures pertaining to airland and/or mission planning.

3.4. LC-130 Evaluations. Conduct the evaluation during actual missions or under simulated mission conditions. A ski mission profile includes a ski ARA, ski landing and ski takeoff. For single-ship VFR airdrop qualified navigators, evaluation of the airdrop mission will be at the discretion of the 109AW OG/CC.

3.5. Instructor Evaluations (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. State that instructional abilities were evaluated in the comments section of the AF Form 8. List a minimum of two areas instructed by the examinee.

3.5.1. If airdrop mission qualified, all initial and requalification instructor evaluations require the examinee to instruct a SKE or visual low-level route and airdrop.

3.5.2. All instructor areas/sub areas are required instructor evaluation items on all flight evaluations.

3.6. Emergency Procedures Evaluation (EPE).

3.6.1. The EPE on qualification evaluations should cover the following areas: Emergency signals, SCNS/INS; ground emergencies; in-flight emergencies (fuselage fire/smoke and fumes elimination, in-flight door warning, rapid decompression, bailout procedures); landing emergencies (landing gear retracted, ditching).

3.6.2. On mission evaluations the EPE should cover airdrop emergency procedures, defensive system operation, threat interpretation and evasive action.

3.7. Navigator Grading Criteria.

3.7.1. **General.**

Area 1. Directives/Publications/Personal and Professional Equipment.

- Q** Possessed an adequate 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. Had all required personal/professional equipment. Displayed satisfactory knowledge of the care and use of such equipment. Required equipment inspections were current.
- Q-** Possessed limited knowledge of 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. Did not have required personal/professional equipment. Required equipment inspections were overdue or equipment was unserviceable.

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. Adequate knowledge of performance capabilities and operating data. Attended required briefings.
- Q-** Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Limited knowledge of performance capabilities or approved operating procedures/rules. Late for required briefings.
- U** Made major errors or omissions that would have prevented a safe or effective mission. Unsatisfactory knowledge of performance capabilities and/or operating data. Performance calculations exceeded Q- limits. Failed to attend required briefings.

Area 3. Briefings. (If Observed)

- 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.

Area 4. Use of Checklist.

- 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 crewmember 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 5. 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 6. Judgment/Compliance. (Critical)

- Q** Exhibited strict flight and crew discipline. Prepared and completed mission in compliance with existing instructions and directives.
- U** Failed to exhibit strict flight and crew discipline. Failed to comply with existing instructions and directives which did or could have jeopardized safety or mission success.

Area 7. Crew Coordination/Management/CRM. Refer to AF Form 4031, CRM Skills Criteria Training/Evaluation Form as a reference.

- Q** Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other crewmembers' duties and responsibilities.
- Q-** Crew coordination skills detracted from mission accomplishment. Demonstrated limited knowledge of other crewmembers' duties and responsibilities.
- U** Poor crew coordination or unsatisfactory knowledge of other crewmembers' duties and responsibilities negatively affected mission accomplishment or safety of flight.

Area 8. Communication Procedures.

- Q** Complete knowledge of, and compliance with, correct communications procedures. Makes radio and interphone transmissions concise with proper terminology.
- Q-** Occasional deviations from procedures required re-transmissions or resetting codes. Slow in initiating or missed several required radio/interphone calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology.
- U** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/interphone calls.

Area 9. 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, life 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. Unsatisfactory knowledge of aircraft egress procedures.

Area 10. Knowledge/Completion of Forms.

- Q** All required forms and/or flight plans were complete, accurate, readable, accomplished on time and IAW applicable directives. Provided an accurate debrief of significant events to applicable agencies (Intel, 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 11. Airmanship/Situational Awareness.

- Q Maintained situational awareness and exercised sound judgement throughout the mission. Conducted the flight with a sense of understanding and comprehension. Prioritized tasks properly.
- Q- Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Momentary lapses of situational awareness and sound judgement detracted from the mission. Limited ability to prioritize tasks.
- U Lacked situational awareness. Faulty judgement resulted in decisions that had negative mission impact. Lacks the skills to prioritize tasks. Unaware of significant events that impacted the mission.

3.7.2. Qualification.

Area 12. Flight Plan/Charts.

- Q Constructed a flight plan (either manually or using certified computer flight planning programs) in its entirety with time errors not exceeding 5 minutes of total time to destination. 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. Plotting errors did not exceed 5 NMs.
- Q- Made minor errors or omissions that would not have adversely affected mission accomplishment. Time errors did not exceed 10 minutes. Plotting errors did not exceed 10 NMs.
- U Flight plan was not completed. Could not demonstrate manual flight planning procedures, or computer flight plan was not reviewed. Navigator flight plan contained major errors/omissions. Selected an improper or obsolete chart. Exceeded Q- criteria.

Area 13. Fuel Planning.

- Q Knowledgeable with the type and use of data contained in the fuel planning regulation. "Enroute fuel" computation errors did not exceed 3%. Correctly computed other time and fuel analysis items. Correctly computed an ETP, when required. Correctly constructed a range control chart (optional).
- Q- Displayed limited knowledge of the fuel planning regulation. "Enroute fuel" computation errors did not exceed 5%. Other fuel computations and/or ETP computed with minor mathematical errors or omissions that did not adversely affect mission accomplishment. If constructed, the range control chart had minor errors or omissions.
- U Displayed inadequate knowledge of the fuel planning regulation. Fuel computations and/or ETP were not completed or contained major errors or omissions. If constructed, range control chart had major errors and omissions. Exceeded Q- criteria.

Area 14. Departure.

- Q** Monitored headings, airspeeds, altitudes and aircraft position throughout departure. Used a SID and/or appropriate scale departure area chart. Provided headings, estimated times of arrival (ETA), and other required information in a timely manner. 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 required information. 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 15. 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. Displayed weakness in fixing or plotting procedures. Position accuracy 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 exceeded Q-criteria.

Area 16. Radar Navigation/Weather Avoidance.

- Q** Demonstrated thorough knowledge and understanding of radar equipment. Used correct procedures for radar operation and weather avoidance procedures. Radar position error did not exceed 5 NMs. Maintained proper distance from adverse weather.
- Q-** Demonstrated adequate knowledge of equipment, but occasionally used improper operating procedures. Had difficulty identifying radar returns. Did not update radar/weather analysis during worsening weather conditions. Radar position error did not exceed 10 NMs. Weather avoidance was safe with minor deviations from prescribed procedures. Did not update radar/weather analysis during worsening weather conditions.
- 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. Radar position error exceeded Q-criteria.

Area 17. Navigation Systems.

NOTE: All references to navigation systems refer to actual systems onboard unit aircraft (i.e., INS, SCNS, or GPS).

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

- Q- Had 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 18. Deviation Check. (If Applicable)

NOTE: Dual INU aircraft must record and crosscheck all available sources of heading information.

- Q Correctly computed compass deviation within 2 degrees of actual.
- Q- Minor errors in readings or computations. Computation within 3 degrees of actual.
- U Did not accomplish deviation check or exceeded Q- criteria.

Area 19. True Airspeed (TAS) Check.

- Q TAS check accomplished on time and error did not exceed 5 knots.
- Q- Minor errors in readings or computations. Error did not exceed 10 knots. Completed TAS check late.
- U Did not accomplish TAS check. Exceeded Q- criteria.

Area 20. Dead Reckoning/Rating of Navigational Computers.

- Q Effective use of DR/Rating of Navigational Computers during aircraft positioning. Computed and plotted positions within 10 NMs, selecting the most reliable information.
- Q- Occasionally did not identify the navigational computer providing the most reliable information or used improper DR procedures resulting in erroneous estimated times of arrival (ETAs) or headings. Computed or plotted position error did not exceed 15 NMs.
- U Unable to use DR/Rate Navigational Computers effectively. Computed or plotted position error exceeded Q- criteria.

Area 21. Grid Navigation. (If Applicable)

- Q Thorough knowledge of grid concepts and procedures. Complied with all published procedures unique to grid navigation.
- Q- Limited knowledge of grid concepts and procedures. Minor deviations from published procedures.
- U Unsatisfactory knowledge of grid concepts or procedures. Major deviations from published grid procedures.

Area 22. Course and ETA Tolerance.

- Q Remained within 10 NMs of course centerline. ETAs/revised ETAs (RETAs) within 2 minutes of actual times of arrival (ATAs). Accurately determined course deviation for weather.
- Q- Remained within 15 NMs of course centerline. ETAs/RETAs within 3 minutes of ATAs.
- U Exceeded Q- criteria and/or the flight examiner had to alter aircraft heading to remain within course tolerance, clear special use airspace, or correctly deviate around weather.

Area 23. Fuel Management/Range Control.

- Q Maintained fuel management/range control IAW directives. Kept pilot advised of fuel status.
- Q- Adequate fuel management/range control with minor computation errors noted. Did not adequately update the pilot on fuel status.
- U Failed to demonstrate an understanding of fuel management/range control procedures. Fuel computations not accomplished or contained significant errors. Failed to inform pilot of fuel status.

Area 24. Descent, Approach, and Landing.

- 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 by use of all available aids and area chart.
- Q- Monitored aircraft position but did not fully understand approach instructions/procedures. Slow to provide headings, ETAs or other appropriate information.
- U Failed to monitor aircraft position. Did not ensure terrain clearance during the approach. Area chart not available or used.

Area 25. Emergency Equipment.

- Q Displayed thorough knowledge of location and use of emergency equipment.
- Q- Limited knowledge of location and use of emergency equipment.
- U Displayed unsatisfactory knowledge of emergency equipment.

Area 26. Emergency Procedures.

- Q Correctly analyzed, stated, and understood aircraft emergencies and performed required procedures to correct the emergency.
- Q- Correctly analyzed and understood aircraft emergencies but had difficulty stating the EP or accomplishing required procedures to correct the emergency.
- U Failed to analyze, state, and did not understand aircraft emergencies and/or could not perform required procedures to correct the emergency.

3.7.3. Mission.**Area 27. Flight Plan/Airdrop Data/Charts.**

- Q Completed flight plans in entirety with total time error not exceeding 2 minutes. Computed air release point (CARP) data completed in entirety with negligible errors. Charts completed IAW current directives. Plotting errors did not exceed 1 NM.
- Q- Minor errors or omissions that would not have adversely affected mission accomplishment. Total time error did not exceed 4 minutes. Plotting errors did not exceed 2 NMs.
- U Flight plan and CARP data were not completed or contained major errors/omissions. Selected an improper or obsolete chart. Plotting errors exceeded Q- criteria.

Area 28. Briefings/Advisories.

- 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. In-flight briefings/advisories provided clear and concise information in a timely manner.
- 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. In-flight briefings/advisories contained minor errors or omitted non-critical information.
- 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. Briefing poorly organized and not presented in a logical sequence, resulting in confusion. Presented erroneous information that would affect safe/effective mission accomplishment. Did not provide required in-flight briefings/advisories.

Area 29. Navigation Procedures.

- Q** Remained within 3 NMs of course centerline and was certain of aircraft position (Exceptions to course centerline tolerance: Threat avoidance, weather deviation, air traffic control assigned heading, time control, etc.). Thorough knowledge of enroute time status in relation to objective area. Complied with all altitude restrictions. Airspeed control contributed to reliable dead reckoning (DR). Adhered to all airspace restrictions.
- Q-** Uncertain of exact aircraft position due to marginal navigational procedures. Flew 3 to 5 NMs from course without the above exceptions. Better awareness of required timing events or enroute time status could have avoided unplanned maneuvering or prevented degraded DR.
- U** Exceeded 5 NMs during enroute 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.

Area 30. Defensive Systems/Tactics. (If Applicable)

- Q** Demonstrated satisfactory knowledge of defensive systems/tactics. Applied appropriate tactics to avoid the threat and minimize exposure. Made timely and appropriate inputs to crew during mission.
- Q-** Minor errors in threat analysis or tactics selection. Limited knowledge of appropriate tactic for a given scenario. Did not make timely inputs to crew during mission.
- U** Unsatisfactory defensive systems knowledge. Major errors in threat analysis or tactics selection would have resulted in an unsuccessful mission.

Area 31. Threat Avoidance.

- Q** Able to plot threats in-flight and formulate a plan of action to avoid lethal range of given threat system. Executed the proper evasive maneuver when given an immediate threat. Aware of appropriate tactics to avoid threats and exposure.

- Q- Made minor errors in plotting and avoiding the lethal range of a given threat system. Minor errors in threat analysis or tactics selection.
- U Unable to plot a given threat. Did not avoid lethal range of given threat system. Did not execute an effective evasive maneuver when given an immediate threat. Not aware of appropriate tactics for specific threats or terrain.

Area 32. Timing.

- Q Timing for departure and post-drop was within five seconds of planned and timing for enroute turns and drop timing was within two seconds.
- Q- Timing for departure or post-drop was within 10 seconds of planned, and timing for enroute turns and drop timing was within five seconds. Minor errors did not affect formation performance or integrity.
- U Unsatisfactory timing negatively affected formation performance or integrity, and timing for enroute turns and drop timing was greater than five seconds. Exceeded Q- criteria.

Area 33. SKE/AWADS Procedures.

- Q Thorough knowledge of SKE/AWADS components and procedures. Able to properly place cursor on selected OAPs. Correctly passed SKE information in a timely manner. SKE delay turn/drop timing within 2 seconds.
- Q- Limited knowledge of SKE/AWADS components and procedures; however, mission not adversely affected. Passed/interpreted SKE information incorrectly or late but did not adversely affect formation integrity. SKE delay turn/drop timing error greater than 2 but no more than 5 seconds. Errors did not impact formation integrity or jeopardize airdrop load safety.
- U Failed to pass or interpret SKE information correctly. Exceeded Q- criteria.

Area 34. In-Flight CARP Reevaluation.

- Q CARP properly reevaluated in-flight.
- Q- CARP not properly reevaluated, but airdrop was successful.
- U CARP not reevaluated in-flight leading to a no-drop, unsuccessful drop, or negatively affected the airdrop.

Area 35. Slowdown.

- Q Thorough knowledge of slowdown procedures. Complied with all published/briefed procedures.
- Q- Limited knowledge of slowdown procedures. Minor deviations did not affect mission accomplishment or formation integrity.
- U Unsatisfactory knowledge of slowdown procedures. Major deviations adversely affected mission accomplishment or formation integrity.

Area 36. DZ/LZ Acquisition.

- Q Timely identification of the DZ/LZ allowed for a smooth approach to the objective area.
- Q- Late identification of the DZ/LZ caused an abrupt change in procedures or course into the objective area, but did not affect mission accomplishment.

U Did not identify the DZ/LZ or late identification negatively affected mission accomplishment.

Area 37. DZ Alignment.

Q Directed the aircraft to an optimum DZ alignment (+/- 10° of drift killed axis) from slowdown through escape. Clearly communicated desired aircraft position to the crew.

Q- Slow in establishing or maintaining effective DZ alignment (11° - 15° of drift killed axis), but did not adversely impact mission accomplishment or formation integrity.

U Failed to establish effective DZ alignment which resulted in an unsuccessful airdrop/no-drop condition or adversely affected the formation. Exceeded Q- criteria.

Area 38. Time Over Target. (Critical)

Airdrop Criteria.

Q Meets the following tolerances:

+/-60 seconds (Visual)

+/- 90 seconds (SKE)

U Exceeded Q criteria.

On Orbit Criteria.

Q Meets the following tolerance:

+/- 90 seconds

U Exceeded Q criteria.

Area 39. Airdrop Accuracy. (Critical)

Q 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, or wedge: 300 meters. For airdrops above 800' AGL, add 15 meters for each 100' above 800' to a maximum total CE of 600 meters.

CDS: 200 meters. For airdrops above 600' AGL, add 20 meters for each 100' above 600' to a maximum total CE of 400 meters.

For night visual airdrops, add 50 meters to allowable CE not to exceed the above maximums.

U Exceeded Q criteria.

Area 40. Escape.

Q Escape and recovery executed IAW published or briefed procedures.

Q- Minor errors in escape and/or recovery procedures that did not affect mission accomplishment.

U Major deviations from procedures that negatively affected mission accomplishment, formation integrity, or flight safety.

Area 41. NVG Usage/Limitations. (If Observed)

Q Correctly described the use/limitations of night vision goggles (NVGs). Properly pre-flighted, handled, and used NVGs during the flight.

- Q- 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 Procedures for using NVGs were incorrect. Caused damage to equipment. Mission unsuccessful as a result of improper NVG usage.

Area 42. Airborne Radar Approach (ARA).

- Q Complied with all published 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.
- Q- 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.
- U Unsatisfactory knowledge of ARA procedures. Unable to direct the aircraft to a point from which a safe landing could be made.

Area 43. Ski ARA Radar Procedures.

- Q Demonstrated thorough knowledge and understanding of equipment and Ski radar procedures. Maintained good target (skiway) presentation throughout the approach.
- Q- Demonstrated adequate knowledge of equipment, but deviated slightly from standard operating procedures. Some difficulty identifying skiway environmental returns.
- U Displayed unsatisfactory knowledge of equipment of used potentially unsafe Ski radar procedures. Failed to properly identify and interpret skiway environmental returns.

Area 44. Ski ARA Alignment.

- Q Aligned aircraft on a heading that paralleled or converged on centerline that allowed the copilot to identify lead-in flags and direct the aircraft to a safe landing.
- Q- Slightly erratic course corrections were required on final approach, but aircraft alignment permitted the copilot to identify lead-in flags and direct the aircraft to a safe landing.
- U Examinee was unable to align the aircraft to a point where a safe landing could be made.

3.7.4. Instructor.

Area 45. Instructor Ability.

- 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.
- Q- Accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress.
- U Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

Sub Area 46. Instructor Demonstration.

- Q** Effectively demonstrated correct procedures, systems operation, or flight maneuvers. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.
- Q-** Minor discrepancies in the above criteria did not affect safety or adversely affect student progress.
- 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.

Sub Area 47. Student Briefing/Critique.

- Q** Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Demonstrated the ability during the critique to reconstruct the flight, offer mission analysis, and provide guidance where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre-briefed the student's next mission, if required.
- Q-** Briefings were adequate but lacked clarity. Student critique was accurate but lacked the depth needed to maximize the learning opportunity. Briefing was complete with only minor discrepancies overlooked or omitted.
- U** Briefings were unsatisfactory 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.

Sub Area 48. 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/publications was inadequate. Did not accomplish required forms. Omitted or incorrectly documented significant training information.

Chapter 4

FLIGHT ENGINEER EVALUATIONS

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

4.1.1. Flight examiners will not intentionally fail any equipment during flight evaluations, but may deny the use of systems not affecting safety of flight.

4.1.2. Under no circumstances will a flight examiner allow the aircraft to slow below one engine-out V_{mc} or exceed aircraft limitations specified in the flight manual, regardless of tolerances listed for specific areas.

4.2. Qualification Evaluations (Initial, Periodic and Requalification). Accomplish qualification evaluations on any flight profile except Functional Check Flights and Acceptance Check Flights. If the mission evaluation is conducted independently of the qualification evaluation, another EPE must be conducted, and annotated in the ground phase section of the mission AF Form 8. All General, Qualification, Flight Phase, and Systems Operations/Knowledge/Limitations areas/sub areas are required qualification evaluation items unless otherwise specified in [Attachment 4](#). All or some of Areas, 33 through 57, may be covered during the Emergency Procedures Evaluation.

4.3. Mission Evaluations (Initial, Periodic and Requalification). Units/aircrew with an airdrop requirement will conduct mission evaluations on an airdrop sortie. Units/aircrew without an airdrop requirement will conduct mission evaluations on a sortie reflecting the units' or individual's primary mission. All General and Mission areas/sub areas are required mission evaluation items unless otherwise specified in [Attachment 4](#).

NOTE: For units with an assault mission, evaluate a maximum effort TOLD card. Normally a maximum effort take-off/landing will be accomplished during the flight. If unable to perform a maximum effort take-off/landing, the flight examiner will provide the examinee with landing zone parameters and TOLD conditions to accomplish the maximum effort TOLD card.

4.4. LC-130 Evaluations. 109AW mission evaluations will be at the discretion of the OG/CC. Mission evaluation items may be verbally debriefed with 109AW OG/CC approval.

4.5. Instructor Evaluations (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. All Instructor areas/sub areas are required instructor evaluation items. State that instructional abilities were evaluated in the comments section of the AF Form 8. List a minimum of two areas instructed by the examinee.

4.6. Emergency Procedures Evaluation (EPE). The EPE should cover a cross section of aircraft systems emergencies such as bleed air, fuel, oil, electrical, engines, hydraulics and propellers. Include applicable Boldface procedures. Examinees should be able to demonstrate an understanding of aircraft systems, beyond the actual steps required for an emergency procedure.

4.6.1. Take-off and Landing Data (TOLD) definitions, take-off procedures and emergencies for Qual and Mission evaluations. Mission evaluations will also include maximum effort TOLD definitions, take-off procedures and emergencies.

4.7. Flight Engineer Grading Criteria.

4.7.1. General.

Area 1. Directives/Publications/Personal and Professional Equipment.

- Q** Possessed a working knowledge of all applicable aircraft publications and procedures and understood how to apply both to enhance mission accomplishment. Publications were current and properly posted. Had all required personal/professional equipment. Displayed satisfactory knowledge of the care and use of such equipment. Required equipment inspections were current.
- Q-** Possessed a limited knowledge of 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. Did not have required personal/professional equipment. Required equipment inspections were overdue or equipment was unserviceable.

Area 2. Mission Preparation/Planning.

- Q** Thorough knowledge of Tactical/Contingency/Evasion Plans and other mission preparation/planning items. Attended required briefings. Complied with all directives prior to flight.
- Q-** Limited knowledge of Tactical/Contingency/Evasion Plans, etc., as applicable. Did not fully comply with directives, but did not detract from mission effectiveness. Late for required briefings.
- U** Unsatisfactory knowledge of Tactical/Contingency/Evasion Plans, etc., as applicable. Did not comply with directives which detracted from mission effectiveness. Failed to attend required briefings.

Area 3. Briefings. (If Observed)

- Q** Contributed to the briefing to ensure it included all pertinent items and applicable information. Briefings were effectively organized and presented in a logical sequence.
- Q-** Allowed omission of items pertinent but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly.
- U** 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. Presented erroneous information that would affect safe/effective mission accomplishment.

Area 4. Use of Checklist.

- Q** Consistently used the correct checklist and gave the correct response at the appropriate time throughout the mission.
- Q-** Checklist responses were untimely and/or crewmember required continual prompting for correct response.

U Used 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 5. 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 6. Judgment/Compliance. (Critical)

Q Exhibited strict flight and crew discipline. Prepared and completed mission in compliance with existing instructions and directives.

U Failed to exhibit strict flight and crew discipline. Failed to comply with existing instructions and directives which did or could have jeopardized mission success.

Area 7. Crew Coordination/Management/CRM. Refer to AF Form 4031, CRM Skills Criteria Training/Evaluation Form as a reference.

Q Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated satisfactory knowledge of other crewmembers' duties and responsibilities.

Q- Crew coordination skills detracted from mission accomplishment. Demonstrated limited knowledge of other crewmembers' duties and responsibilities.

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

Area 8. Communication/IFF/SIF Procedures.

Q Complete knowledge of, and compliance with, correct communications/IFF/SIF procedures. Makes radio/interphone transmissions concise with proper terminology.

Q- Occasional deviations from procedures that required re-transmissions or resetting codes. Slow in initiating or missed several required radio/interphone calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology.

U Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/interphone calls. Set wrong IFF/SIF codes.

Area 9. 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, life 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. Unsatisfactory knowledge of aircraft egress procedures.

Area 10. Knowledge/Completion of Forms.

- Q** All required forms were complete, accurate, readable, accomplished on time and IAW applicable directives. Provided an accurate debrief of significant events to applicable agencies (Intelligence, Maintenance, etc.)
- Q-** Minor errors on forms but 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 due to major errors, omissions, and/or deviations.

Area 11. Airmanship/Situational Awareness.

- Q** Maintained situational awareness and exercised sound judgement throughout the mission. Conducted the flight with a sense of understanding and comprehension. Prioritized tasks properly.
- Q-** Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Momentary lapses of situational awareness and sound judgement detracted from the mission. Limited ability to prioritize tasks.
- U** Lacked situational awareness. Faulty judgement resulted in decisions that had negative mission impact. Lacks the skills to prioritize tasks. Unaware of significant events that impacted the mission.

4.7.2. Qualification.**Area 12. Aircraft Preflight Inspection.**

NOTE: Use the following criteria for Areas 12A through 12F.

- Q** Accomplished required inspections in a thorough and proficient manner as outlined in applicable checklists and/or directives without deviations or omissions. Properly checked aircraft systems and components IAW flight manual. Coordinated with ground support personnel. Correctly determined aircraft status.
- Q-** Minor deviations or omissions in the accomplishment of required inspections as outlined in applicable checklists and/or directives. Limited knowledge of proper procedures for checking aircraft systems/components IAW flight manual. Limited coordination with ground support personnel. Difficulty in determining aircraft status.
- U** Failed to accomplish required inspections in a thorough and proficient manner. Major deviations or omissions. Omitted or improperly checked aircraft systems/components IAW flight manual. Did not coordinate with ground support personnel. Unable to determine correct aircraft status. Required assistance to complete inspections or exceeded time allotted causing a mission delay.

Sub Area 12A. Before Exterior Inspection.**Sub Area 12B. Power Off Inspection.****Sub Area 12C. Power On Inspection.****Sub Area 12D. Exterior Inspection.****Sub Area 12E. Interior Inspection.****Sub Area 12F. Top Of Airplane Inspection.**

Area 13. Performance.

- Q** Complete knowledge of aircraft performance. Correctly computed performance data using applicable charts and applied the appropriate corrections for existing conditions. Correctly computed the C-130 TOLD card. Required airspeeds were within 2 knots. Required distances were within 200 feet. Predicted take-off torque within 200 in/lbs. Transcribed the correct data to the Mini TOLD Card.
- Q-** Limited knowledge of aircraft performance. Minor errors in the use of applicable performance charts, computing the performance data, or correcting for existing conditions resulted in data exceeding Q criteria. Required airspeeds were within 4 knots and distances within 400 feet. Predicted takeoff torque within 400 in/lbs. Incorrectly transcribed data to Mini TOLD card. Errors did not compromise safety of flight.
- U** Failed to compute TOLD card. Omitted necessary corrections for existing conditions, or errors in computing performance data resulted in airspeeds and/or distances exceeding Q- criteria. Inadequate knowledge of aircraft performance. Did or could have compromised safety of flight.

4.7.3. Flight Phase.**Area 14. Arrival/Departure Procedures.**

- Q** Demonstrated satisfactory knowledge of arrival/departure procedures to include Standard Instrument Departures (SIDs), approach plates, and climbout procedures.
- Q-** Had difficulty in interpretation of arrival/departure procedures, SIDs, approach plates, or climbout procedures.
- U** Unsatisfactory knowledge of arrival/departure procedures, SIDs, approach plates, or climbout procedures.

Areas 15 Through 30.

- Q** Accomplished required checklists without errors, omissions, or deviations. Backed up pilots on flight parameters (i.e. altitudes, airspeeds, and clearances). Satisfactorily monitored engine/system indicators. All system usage and configuration was IAW flight manual and applicable directives. Recognized and corrected minor omissions or deviations. Recognized, reported, and properly documented out of limit conditions or malfunctions.
- Q-** Accomplished required checklists with minor errors, omissions, or deviations. Backed up pilots on flight parameters (i.e. altitudes, airspeeds, and clearances) with some deviations. Monitored engine/system indicators with some deviations. Limited knowledge of systems operation and configuration caused deviations from flight manual and applicable directives. Slow to recognize, report, and/or document out of limit conditions or malfunctions.
- U** Failed to accomplish required checklists or made numerous errors, omissions, and deviations. Failed to back up pilots on flight parameters (i.e. altitudes, airspeeds, and clearances). Failed to monitor engine/system indicators. Inadequate knowledge of systems operation and configuration. Allowed limitations to be exceeded which, without correction, would cause damage to equipment.

Area 15. Cockpit.**Area 16. Before Starting.****Area 17. Starting Engines.**

Area 18. Before Taxi.

Area 19. Taxi.

Area 20. Before Take-off.

Area 21. Take-off.

Area 22. Line-up.

Area 23. After Take-off.

Area 24. Enroute.

Area 25. Descent.

Area 26. Before Landing.

Area 27. Landing.

Area 28. After Landing.

Area 29. Engine Shutdown.

Area 30. Before Leaving Aircraft.

Area 31. Boldface. (Critical)

Q Correct and timely responses in the proper sequence.

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

Area 32. 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.

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

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

4.7.4. Systems Operations/Knowledge/Limitations.

Areas 33 Through 57.

NOTE: Use Area 32 criteria and the following:

Q Demonstrated a complete knowledge of aircraft systems and operating limitations both with and without reference to the flight manual and/or available aids.

Q- Limited 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 or explain the procedures for aircraft systems operations with or without reference to the flight manual and/or available aids.

Area 33. Engine.

Area 34. Propeller.

Area 35. APU or GTC.

Area 36. Fire Detection/Extinguishing.

Area 37. Oxygen.

Area 38. Pneumatics/Bleed Air.

Area 39. Pressurization/Depressurization.

Area 40. Air Conditioning/Floor Heating.

Area 41. Anti-icing/De-icing.

Area 42. Flight Controls.

Area 43. Flaps.

Area 44. Windows/Hatches/Doors/Ramp.

Area 45. Landing Gear.

Area 46. Brakes.

Area 47. Nose Wheel Steering.

Area 48. Hydraulics.

Area 49. Fuel.

Area 50. Refuel/Defuel.

Area 51. Electrical.

Area 52. Radios.

Area 53. Radar.

Area 54. Navigation Equipment.

Area 55. Cockpit Voice Recorder (CVR)/Digital Flight Data Recorder (DFDR).

Area 56. Defensive Systems. (If Applicable)

Area 57. Ground Support Equipment.

4.7.5. Mission.

4.7.5.1. Mission Procedures are written to allow each unit to evaluate their mission specific events. Some units do not have any flight specific mission events for flight engineers. Those flight engineers who do not have flight specific mission events will be verbally evaluated on the unit's mission. Applicable mission requirements will be published in the local unit supplement to this AFI.

Area 58. Mission Procedures.

Q Fully knowledgeable of unit mission procedures. Performed all associated mission checklists and mission operations IAW directives. Demonstrated satisfactory knowledge of mission events.

Q- Limited knowledge of unit mission procedures. Minor deviations, errors, or omissions on mission checklists, but did not adversely affect mission accomplishment

U Inadequate knowledge of unit mission procedures. Made significant errors, deviations, and/or omissions in mission checklists that did or would have adversely affected the safe or timely accomplishment of the mission.

Area 59. NVG Usage/Limitations. (If Observed)

Q Correctly described the use/limitations of night vision goggles (NVGs). Properly pre-flighted, handled, and used NVGs during the flight.

Q- Made minor omissions or deviations in the use/limitations of NVGs. Did not properly pre-flight, handle, or use NVGs during the flight, but caused no serious damage to equipment. Mission success not negatively affected.

U Procedures for using NVGs were incorrect. Caused damage to equipment. Mission unsuccessful as a result of improper NVG usage.

4.7.6. Instructor.

Area 60. Instructor Ability.

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.

Q- Accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress.

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

Sub Area 61. Instructor Demonstration.

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

Q- Minor discrepancies in the above criteria did not affect safety or adversely affect student progress.

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

Sub Area 62. Student Briefing/Critique.

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

Q- Briefings were adequate but lacked clarity. Student critique was accurate but lacked the depth needed to maximize the learning opportunity. Briefing was complete with only minor discrepancies overlooked or omitted.

U Briefings were unsatisfactory 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 perfor-

mance of student. Overlooked or omitted major discrepancies. Incomplete pre-briefing of student's next mission, if required.

Sub Area 63. 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/publications was inadequate. Did not accomplish required forms. Omitted or incorrectly documented significant training information.

Chapter 5

LOADMASTER EVALUATIONS

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

5.1.1. Flight examiners will not intentionally fail any equipment during flight evaluations, but may deny the use of systems not affecting safety of flight.

5.2. Qualification Evaluations (Initial, Periodic and Requalification). For initial and requalification evaluations, the aircraft must be preflighted and loaded with a palletized or vehicular load, a mission flown, and then offloaded to complete the evaluation. If a periodic qualification evaluation is combined with a mission evaluation, an airdrop platform/CDS can be used for the qualification evaluation loading requirement. If a load is not available for a periodic evaluation, palletized, airdrop platform, or vehicular cargo will be static loaded and offloaded upon completion of the flight portion. All General and Qualification areas/sub areas are required qualification evaluation items unless otherwise specified in [Attachment 5](#).

5.3. Mission Evaluations (Initial, Periodic and Requalification). Initial and requalification mission evaluations will consist of a mass CDS (minimum six containers), or a sequential heavy equipment load. If a mass CDS or sequential heavy equipment load cannot be dropped for the evaluation, a single heavy equipment platform will be airdropped; sequential heavy equipment and mass CDS airdrop rigging will be demonstrated to fulfill this requirement. As a minimum for periodic mission evaluations, the airdrop must consist of a single CDS container or single heavy equipment platform. Do not conduct two separate mission evaluations on the same flight with only one airdrop load aboard. 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. All General and Mission areas/sub areas are required mission evaluation items unless otherwise specified in [Attachment 5](#).

5.4. LC-130 Evaluations. 109AW mission evaluations will be at the discretion of the OG/CC. Mission evaluation items may be verbally debriefed with 109AW OG/CC approval.

5.5. Instructor Evaluations (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. All instructor areas/sub areas are required instructor evaluation items. State that instructional abilities were evaluated in the comments section of the AF Form 8. List a minimum of two areas instructed by the examinee.

5.6. Emergency Procedures Evaluation (EPE).

5.6.1. The EPE should cover the following areas during a qualification evaluation: Emergency signals, ground emergencies, in-flight emergencies (fuselage fire/smoke and fume elimination, in-flight door warning, rapid decompression, cargo door and ramp failure, cargo jettison, bailout procedures); landing emergencies (landing gear retracted, ditching).

5.6.2. The EPE should cover the following areas during a mission evaluation: Personnel; heavy equipment; CDS/CRRC, and any other mission specific airdrop emergencies.

5.7. Loadmaster Grading Criteria.

5.7.1. General.

Area 1. Directives/Publications/Personal and Professional Equipment.

- Q** Possessed an adequate 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. Had all required personal/professional equipment. Displayed satisfactory knowledge of the care and use of such equipment. Required equipment inspections were current.
- Q-** Possessed a limited knowledge of 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. Did not have required personal/professional equipment. Required equipment inspections were overdue or equipment was unserviceable.

Area 2. Mission Preparation/Planning.

- Q** Checked all factors applicable to flight such as: itinerary, aircraft configuration, and fuel requirements, airdrop equipment drop sequence, etc. Attended required briefings.
- Q-** Made minor errors or omissions in checking all factors that could have detracted from mission effectiveness. Did not fully comply with directives. Late for required briefings.
- U** Made major errors or omissions, which would have prevented an effective mission. Failed to attend required briefings.

Area 3. Briefings. (If Observed)

- 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.
- Q-** Allowed omission of items pertinent but not critical to the mission. Briefings lacked continuity or contained unnecessary repetition. Some difficulty communicating clearly.
- U** 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. Presented erroneous information that would affect safe/effective mission accomplishment.

Area 4. Use of Checklist.

- Q** Consistently used the correct checklist and gave the correct response at the appropriate time throughout the mission.
- Q-** Checklist responses were untimely and/or crewmember required continual prompting for correct response.
- U** Used 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 5. 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 6. Judgment/Compliance. (Critical)

- Q** Exhibited strict flight and crew discipline. Prepared and completed mission in compliance with existing instructions and directives.
- U** Failed to exhibit strict flight and crew discipline. Failed to comply with existing instructions and directives which did or could have jeopardized safety or mission success.

Area 7. Crew Coordination/Management/CRM. Refer to AF Form 4031, CRM Skills Criteria Training/Evaluation Form as a reference.

- Q** Effectively coordinated with other aircrew members throughout the assigned mission. Demonstrated operational knowledge of other crewmembers duties and responsibilities.
- Q-** Crew coordination skills detracted from mission accomplishment. Demonstrated limited knowledge of other crewmembers' duties and responsibilities.
- U** Poor crew coordination or unsatisfactory knowledge of other crewmember duties and responsibilities negatively affected mission accomplishment or safety of flight.

Area 8. Communication Procedures.

- Q** Complete knowledge of, and compliance with, correct communications procedures. Makes radio and interphone transmissions concise with proper terminology.
- Q-** Occasional deviations from procedures required re-transmissions or resetting codes. Slow in initiating or missed several required radio/interphone calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology.
- U** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/interphone calls.

Area 9. 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, life 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. Unsatisfactory knowledge of aircraft egress procedures.

Area 10. Knowledge/Completion of Forms.

- Q** All required forms were complete, accurate, readable, accomplished on time and IAW directives. Provided an accurate debrief of significant events to applicable agencies (Intel, 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 due to major errors, omissions, and/or deviations.

Area 11. Airmanship/Situational Awareness.

- Q Maintained situational awareness and exercised sound judgement throughout the mission. Conducted the flight with a sense of understanding and comprehension. Prioritized tasks properly.
- Q- Untimely or inappropriate decisions degraded or prevented accomplishment of a portion of the mission. Momentary lapses of situational awareness and sound judgement detracted from the mission. Limited ability to prioritize tasks.
- U Lacked situational awareness. Faulty judgement resulted in decisions that had negative mission impact. Lacks the skills to prioritize tasks. Unaware of significant events that impacted the mission.

5.7.2. Qualification.

Area 12. Emergency Equipment.

- Q Located, inspected, distributed and/or demonstrated the proper use of emergency equipment. Complete knowledge of emergency equipment.
- Q- Difficulty locating, inspecting, and/or demonstrating the proper use of emergency equipment. Knowledge of equipment is adequate, but needs improvement.
- U Failed to inspect, distribute and/or demonstrate the proper use of emergency equipment. Unsatisfactory knowledge of emergency equipment.

Area 13. Aircraft Configuration.

- Q Ensured the aircraft was properly configured to accommodate the load. Familiar with various configurations as outlined in applicable instructions/directives and properly stowed configuration items that were not used.
- Q- Difficulty configuring the aircraft but did not impede loading of aircraft. Limited knowledge of various configurations as outlined in applicable instructions/directives.
- U Failed to ensure proper aircraft configuration or caused loading delays. Unsatisfactory knowledge of seat and litter configurations. Failed to properly stow configuration items.

Area 14. Load Planning/Inspection.

- Q Accurately planned a load of cargo and/or passengers and met aircraft center of gravity (CG) limits. Inspected cargo for proper preparation and documentation.
- Q- Difficulty planning cargo load and/or passengers to meet CG limits. Difficulty inspecting cargo for proper preparation and documentation.
- U Unable to plan a cargo load and/or passengers to meet CG limits. Failed to inspect cargo for proper preparation and documentation.

Area 15. On/Off Loading Procedures.

- Q Correctly on/off loaded cargo safely and in a timely manner.
- Q- Difficulty on/off loading cargo in the aircraft. Minor deviations occurred but safety was not compromised.
- U Failed to correctly or safely on/off load cargo. Loading procedures caused undue delay.

Area 16. Supervisory Ability.

- Q Established and maintained control of all personnel during loading operations. Safety was not compromised.
- Q- Established and maintained control of all personnel, but made minor supervisory errors. Safety was not compromised.
- U Did not establish or maintain control of all personnel. Safety was compromised.

Area 17. Tie Down/Restraint.

- Q Correctly calculated and applied correct amount of restraint to a given item. Understood and could state the principles of restraint.
- Q- Difficulty calculating and applying the correct amount of restraint. Did not fully understand the principles of restraint.
- U Failed to correctly calculate and apply the correct amount of restraint. Did not understand and could not state the principles of restraint.

Area 18. Winching Procedures.

- Q Correctly demonstrated and/or explained winching procedures.
- Q- Difficulty demonstrating and/or explaining correct winching procedures. Safety was not compromised.
- U Failed to demonstrate and/or explain correct winching procedures. Safety was compromised.

Area 19. Hazardous Material.

- Q Understood hazardous cargo procedures. Could comply with the provisions of AFJMAN 24-204, and/or follow the procedures for air movement of hazardous cargo under tactical, contingency or emergency conditions.
- Q- Understood hazardous cargo procedures, but made minor deviations. Safety was not compromised.
- U Did not understand or did not comply with hazardous cargo procedures provided in AFJMAN 24-204. Compromised safety.

Area 20. Aircraft Limitations.

- NOTE:** Limitations may include, but are not limited to: cargo floor, roller, station, compartment, pallet weight, height and nets, loading aids (ground loading ramps, truck loading ramps, bridge plates, pry bars, ramp support, shoring).
- Q Correctly understood, and could apply the correct limitations associated with the aircraft, on/off loading, and associated equipment.

Q- Difficulty applying various limitations. Located correct limitations in the loading manual, if needed.

U Could not apply various limitations and/or could not locate correct limitations in the loading manual.

Area 21. Passenger Handling.

Q Correctly briefed and performed passenger handling procedures.

Q- Difficulty briefing and/or performing passenger handling procedures.

U Failed to brief and/or did not perform proper passenger handling procedures.

Area 22. Anti-Hijacking/Aircraft Security.

Q Explained proper anti-hijacking/aircraft security procedures.

Q- Difficulty accomplishing/explaining proper anti-hijacking/aircraft security procedures.

U Could not explain proper anti-hijacking/aircraft security procedures.

Area 23. Border Clearance.

Q Correctly followed MAJCOM guidelines. Completed/explained border clearance requirements IAW current directives.

Q- Difficulty accomplishing/explaining border clearance requirements. Minor mistakes degraded effectiveness.

U Could not accurately complete forms. Unaware of command guidance, or could not explain requirements.

Area 24. Weight and Balance.

Q Accurately completed DD Form 365-4. Errors in takeoff or landing gross weights did not exceed +/- 500 lbs. Percent of MAC was within +/- 0.5 percent. Did not exceed aircraft gross takeoff limits. Did not exceed center of gravity limitations for takeoff or landing.

Q- Errors on DD Form 365-4 exceeded takeoff or landing gross weights by +/- 501 to 1,000 pounds or percent of MAC limitations by +/- 0.6 to 1.0 percent. Did not exceed aircraft gross takeoff limits. Did not exceed center of gravity limitations for takeoff or landing.

U Failed to complete DD Form 365-4 accurately. Takeoff or landing gross weight was in excess of +/- 1,000 pounds or percent of MAC limitations exceeded +/- 1.0 percent. Exceeded aircraft gross takeoff weight/center of gravity limits.

Area 25. Scanner Duties.

Q Periodically performed scanner duties by monitoring aircraft interior and exterior for abnormal conditions.

Q- Did not scan in a timely manner to recognize abnormal conditions.

U Failed to perform scanner duties. Did not monitor or make periodic checks of the aircraft interior and exterior for abnormal conditions.

Area 26. Engine Running Onload/Offload.

Q Followed/explained proper procedures for engine running on/off loading operations.

Q- Difficulty following/explaining proper procedures for engine running on/off loading operations.

U Did not follow/explain proper procedures for engine running on/off loading operations.

Area 27. Combat Offload.

Q Followed/explained proper procedures for combat offload operations.

Q- Difficulty following/explaining proper procedures for combat offload operations.

U Did not follow/explain proper procedures for combat offload operations.

Area 28. Systems Knowledge. (QUAL)

NOTE: As a minimum, evaluate the following areas: Oxygen, Ramp and Door, Dual Rails.

Q Displayed satisfactory knowledge of systems, ensuring satisfactory operation within prescribed limits. Explained proper corrective action for each type of malfunction.

Q- Difficulty in displaying a satisfactory knowledge of systems. Slow to analyze problems or apply proper corrective actions.

U Failed to display a satisfactory knowledge of systems. Unable to analyze problems or apply proper corrective actions.

Area 29. Emergency Procedures.

Q Correctly analyzed, stated, and understood aircraft/airdrop emergencies and performed required 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 Failed to analyze, state, and did not understand aircraft/airdrop emergencies and/or could not perform required procedures to correct the emergency/malfunction.

5.7.3. Mission.**Area 30. Airdrop Rigging Procedures.**

Q Correctly rigged and identified key airdrop components.

Q- Difficulty rigging and/or identifying key airdrop components.

U Failed to rig and/or identify key airdrop components.

Area 31. Joint Airdrop Inspection.

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

Q- Difficulty completing the joint airdrop inspection using applicable inspection forms.

U Failed to complete the joint airdrop inspection using applicable inspection form.

Area 32. Airdrop Knowledge.

NOTE: Evaluate the following areas: Personnel, Heavy Equipment, CDS/CRRC, and any other mission specific airdrop event.

- Q Correctly demonstrated and understood airdrop procedures and airdrop load information.
- Q- Difficulty demonstrating and/or understanding airdrop procedures and airdrop load information.
- U Could not demonstrate and/or understand airdrop procedures and airdrop load information.

Area 33. NVG Usage/Limitations. (If Observed)

- Q Correctly described the use/limitations of night vision goggles (NVGs). Properly preflighted, handled, and used NVGs during the flight.
- Q- Made minor omissions or deviations in 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 Procedures for using NVGs were incorrect. Caused damage to equipment. Mission unsuccessful as a result of improper NVG usage.

Area 34. Systems Knowledge. (MSN)

NOTE: As a minimum, evaluate the following areas: Static line retrievers, ADS system, aft anchor cable supports, bomb rack.

- Q Displayed satisfactory knowledge of systems, ensuring satisfactory operation within prescribed limits. Explained proper corrective action for each type of malfunction.
- Q- Difficulty in displaying a satisfactory knowledge of systems. Slow to analyze problems or apply proper corrective actions.
- U Failed to display a satisfactory knowledge of systems. Unable to analyze problems or apply proper corrective actions.

Area 35. Coordinated Tasks Briefing.

- Q Correctly briefed the coordinated tasks IAW current directives.
- Q- Difficulty briefing the coordinated tasks IAW current directives.
- U Failed to accomplish the coordinated tasks briefing IAW current directives.

5.7.4. Instructor.**Area 36. Instructor Ability.**

- 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.
- Q- Accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress.
- U Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Made no attempt to instruct.

Sub Area 37. Instructor Demonstration.

- Q Effectively demonstrated correct procedures or systems operation. Thorough knowledge of applicable aircraft systems, procedures, publications, and directives.
- Q- Minor discrepancies in the above criteria did not affect safety or adversely affect student progress.
- U Ineffective or incorrect demonstration of procedures or systems operation. Insufficient depth of knowledge about applicable aircraft systems, procedures, and/or proper source material.

Sub Area 38. Student Briefing/Critique.

- Q Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Demonstrated the ability during the critique to reconstruct the flight, offer mission analysis, and provide guidance where appropriate. Training grade reflected the actual performance of the student relative to the standard. Pre-briefed the student's next mission, if required.
- Q- Briefings were adequate but lacked clarity. Student critique was accurate but lacked the depth needed to maximize the learning opportunity. Briefing was complete with only minor discrepancies overlooked or omitted.
- U Briefings were unsatisfactory 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.

Sub Area 39. 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 required mission forms/publications was inadequate. Did not accomplish required forms. Omitted or incorrectly documented significant training information.

Chapter 6

LOCAL PROCEDURES

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

6.2. (Added-POPE) Purpose. The 43d Operations Group Aircrew Standardization/Evaluation (43 OG/OGV) program supports Air Force objectives and implements Air Mobility Command responsibilities outlined in AFI 11-401, *Flight Management*, AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, AFI 11-2AEV2, *Aeromedical Evacuation Aircrew Evaluation Criteria*, and AFI 11-2C-130V2, *C-130 Evaluation Criteria*.

6.3. (Added-POPE) Applicability. These procedures apply to all 43d Airlift Wing (43AW) personnel, assigned/attached, who participate in flying activities.

6.4. (Added-POPE) Evaluation Profiles.

6.4.1. (Added-POPE) Pilot Evaluations. Evaluator pilots will not be scheduled as primary crewmembers without flight examiner approval. Instructor Pilots will be scheduled for instrument/qualification evaluations. **EXCEPTION:** Phase II touch-and-go certified aircraft commanders may occupy the left seat during copilot instrument/qualification evaluations. This restriction does not apply to no-notice evaluations.

6.4.1.1. (Added-POPE) Instrument/Qualification Evaluations (INST/QUAL).

6.4.1.1.1. (Added-POPE) The examinee is expected to plan the checkride profile IAW AFI 11-2C-130V2 requirements. Instructors will setup and instruct an emergency procedure for three-engine work. If the examinee cannot complete all required items due to unforeseen circumstances, refer to guidance in AFI 11-202V2 AMC 1, 5.2.8 and AFI 11-2C-130V2, **1.10**.

6.4.1.1.2. (Added-POPE) For Airland only pilots, assault profile requirements may be evaluated in conjunction with INST/QUAL evaluations IAW AFI 11-2C-130V2. In addition, under examiner remarks, add the following statement; "A tactical approach, assault takeoff, and assault landing were evaluated to meet mission requirements."

6.4.1.2. (Added-POPE) Touch and Go Landing Evaluations.

6.4.1.2.1. (Added-POPE) Initial touch and go landing evaluations consist of two phases. Phase I: The pilot receiving the evaluation will accomplish a touch and go landing. Phase II: The pilot receiving the evaluation will supervise the other pilot accomplishing a touch and go landing. Recurring touch and go landing evaluations only require a touch and go landing to be evaluated. Document the evaluation on the AF Form 8, **Certificate of Aircrew Qualification**, with the entry "touch and go landings were evaluated."

6.4.1.2.2. (Added-POPE) Initial and recurring touch and go landing evaluations may be combined with Inst/Qual evaluations. If not combined it will be considered a SPOT evaluation.

6.4.1.2.3. (Added-POPE) The evaluator pilot will occupy the right seat during an initial evaluation.

6.4.1.3. (Added-POPE) Mission evaluations.

6.4.1.3.1. (Added-POPE) Mission evaluations will be scheduled for a visual profile and an AWADS/SKE profile. SKE qualified pilots will fly in a SKE wingman position and any visual position. Lead qualified pilots must fly in the lead position for the visual route, but may fly in any AWADS element lead position. Copilots should fly at least one route in the wing position.

6.4.1.3.2. (Added-POPE) IAW AFI 11-2C-130V2, **2.3.1.**, examiners may not verbally evaluate any route, airdrop, or recovery not accomplished during the flight.

6.4.2. (Added-POPE) Navigator Evaluations.

6.4.2.1. (Added-POPE) Navigator Qualification Evaluations.

6.4.2.1.1. (Added-POPE) Administer evaluations on a Category I route or a Category II route using Category I procedures. The basic navigation sortie will be of adequate scope and duration to allow the navigator to perform all procedures and mission tasks normally encountered on Category I missions. Navigator qualification evaluations will be 2 hours or more IAW AFI 11-2C-130V2.

6.4.2.1.2. (Added-POPE) C-130E qualified navigators with at least 3 years operational C-130 experience may accomplish recurring qualification (QUAL) evaluations in the SNS IAW AFI 11-2C-130V2. However, the next recurring QUAL evaluation must take place in the aircraft. Use the simulator as a last resort for administering checkrides.

6.4.2.1.3. (Added-POPE) The profile should consist of:

6.4.2.1.3.1. (Added-POPE) Preflight fuel requirements and ETP computations via AF Form 4116, **C-130 Flight Plan and Record**.

6.4.2.1.3.2. (Added-POPE) Chart preparation IAW AFI 11-2C-130V3, *C-130 Operations Procedures*.

6.4.2.1.3.3. (Added-POPE) IFR departure/arrival procedures.

6.4.2.1.3.4. (Added-POPE) Coast-out, coast-in, and enroute fixes, to include RADAR and/or navaid positions when available (as a minimum, one of each).

6.4.2.1.3.5. (Added-POPE) A full line log entry accomplished at least once.

6.4.2.1.3.6. (Added-POPE) SCNS and GPS positions recorded and evaluated for all fixes.

6.4.2.1.3.7. (Added-POPE) DR and fix, accomplished at least once every hour, the DR will be plotted prior to the fix.

6.4.2.1.3.8. (Added-POPE) Deviation check (via the INS true heading), and TAS check will be evaluated.

6.4.2.1.3.9. (Added-POPE) Enroute fuel computations.

6.4.2.1.3.10. (Added-POPE) Airborne Radar Approach (ARA), as required for qualification.

6.4.2.2. (Added-POPE) Navigator Mission Evaluations (MSN).

6.4.2.2.1. (Added-POPE) MSN evaluations will be scheduled for a visual lead profile, 30 minutes or more on an unfamiliar route (not flown by the examinee in the previous six months) and an AWADS/SKE lead profile to CARP drops. Evaluate non-lead SKE navigators in the

SKE wing position. Evaluate non-lead AWADS navigators in the element lead position. If the element lead position is not available, completion of the AWADS evaluation is at the discretion of the flight examiner. IAW AFI 11-2C-130V2, **3.3.1.**, both a visual low-level route and AWADS route, each to an airdrop, must be flown to complete the evaluation.

6.4.2.2.2. (Added-POPE) Navigator mission evaluation profiles should consist of mission planning (flight plan, CARP, charts, etc), formation procedures (visual and SKE), en-route threat avoidance (normally during the visual route), visual airdrop, SKE/AWADS airdrop, formation recovery, and ARA.

6.4.2.2.3. (Added-POPE) The ARA is a basic navigation proficiency item that may be evaluated on the QUAL or MSN evaluation. Align the ARA with the MSN evaluation for mission-qualified navigators; for navigators who do not receive a MSN evaluation, evaluate the ARA as part of the QUAL evaluation.

6.4.2.3. (Added-POPE) Navigator QUAL/MSN Evaluations.

6.4.2.3.1. (Added-POPE) Combined QUAL/MSN evaluations will be conducted IAW AFI 11-2C-130V2. An individual's first QUAL check after the INIT QUAL will be conducted in the aircraft and not verbally evaluated.

6.4.3. (Added-POPE) Flight Engineer Evaluations.

6.4.3.1. (Added-POPE) Qualification evaluations will include a verbal evaluation of AF Form 4108, **C-130 Fuel Log**.

6.4.3.2. (Added-POPE) Mission evaluations will incorporate a complete Combat Entry/Exit Checklist and all Airdrop/Airland Checklists.

6.4.3.3. (Added-POPE) If the initial mission evaluation will not align with the QUAL evaluation, keep the QUAL evaluation date in SARMS. During the next QUAL recurring evaluation, administer a QUAL/MSN in order to align the QUAL and MSN evaluations. A combined mission/qualification evaluation may be conducted provided a mission profile is completed.

6.4.3.4. (Added-POPE) The typical flight profile will consist of an aircraft preflight, TOLD card, ground operations, takeoff (max effort for MSN evaluations), enroute/mission procedures, landing (including assault for MSN evaluations), and aircraft postflight.

6.4.4. (Added-POPE) Loadmaster Evaluations.

6.4.4.1. (Added-POPE) Conduct loadmaster recurring qualification/mission evaluations IAW AFI 11-2C-130V2, with the following exceptions/additions:

6.4.4.2. (Added-POPE) The Flight Examiner may credit the airdrop for evaluation purposes only if the crew completes the Slowdown Checklist, if a no-drop is called at anytime prior, the mission evaluation will not be considered complete.

6.4.4.3. (Added-POPE) If possible, schedule a SAAM/channel mission carrying cargo and passengers for an individual's first recurring qualification evaluation.

6.4.4.4. (Added-POPE) Only one loadmaster may receive a recurring qualification/mission evaluation on the aircraft, regardless of the number of platforms/containers or number of airdrops accomplished. This does not prevent the flight examiner from administering a no-notice or SPOT

evaluation to the other loadmaster; however, unless the criteria in paragraph 6.3.4.6. are met, the spot/no-notice may not be used to update the eligibility period.

6.4.4.5. (Added-POPE) For recurring QUAL/MSN (composite) evaluations, the evaluatee will demonstrate loading a single heavy equipment platform to meet QUAL requirements. This 43 OG guidance is more restrictive than AFI 11-2C-130V2 (which allows for either platform or CDS loading). Unlike loading CDS, a heavy equipment platform will enable the evaluator to observe before/after loading procedures for the dual rails. Allowing the loading of CDS to fulfill QUAL requirements during a composite checkride could eliminate the evaluation of dual rail loading entirely for convenience.

6.4.4.6. (Added-POPE) The examinee must accomplish the following in the aircraft during recurring composite or mission evaluations;

6.4.4.6.1. (Added-POPE) The A/A32H-4A Cargo Handling System Preflight Checklist.

6.4.4.6.2. (Added-POPE) A joint airdrop inspection using appropriate DD Form 1748, **Joint Airdrop Inspection for Heavy Equipment** (N/A for qualification evaluation).

6.4.4.6.3. (Added-POPE) DD Form 365-4, **Weight and Balance Clearance Form F - Transport**.

6.4.4.6.4. (Added-POPE) Plan to airdrop a single CDS container or single heavy equipment platform, as a minimum.

6.4.4.6.5. (Added-POPE) A coordinated task briefing.

6.4.4.6.6. (Added-POPE) An Airplane Preparation for Equipment or CDS Airdrop Checklist.

6.4.5. (Added-POPE) AES Evaluations. Conduct AES evaluations IAW this regulation and AFI 11-2AEV2. Flight nurses (FN) and Aeromedical Evacuation Technicians (AET) will receive their initial qualification in the MCD/CMT position (as appropriate). Subsequent evaluations may be in any crew position. All areas of the AF Form 3862, **Flight Evaluation**, must be graded to complete the evaluation. Nursing Care Standards, Aircraft Safety, and Crew Resource Management areas must be evaluated during flight. Flight examiners may conduct qualification evaluations on any mission where the examinee can perform all assigned duties. These missions should be at least 2 hours in length.

6.4.6. (Added-POPE) The flight examiner or squadron chief of Stan/Eval shall debrief squadron commanders and operations officers on all evaluations where the examinee is deemed unqualified.

Chapter 7

FORMS ADOPTED

7.1. Forms Adopted. AF Form 8, **Certificate of Aircrew Qualification**; AF Form 3862 **Aircrew Evaluation Worksheet**; and AF Form 4031, **CRM Skills Criteria Training/Evaluation**.

RONALD E. KEYS, Lt General, USAF
DCS/Air & Space Operations

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

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202, Volume 1, *Aircrew Training*

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

AFI 11-215, *Flight Manuals Program (FMP)*

AFI 11-218, *Aircraft Operations and Movement on the Ground*

AFI 11-2C-130V1, *C-130 Aircrew Training*

AFI 11-2C-130V3, *C-130 Operations Procedures*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFMAN 36-2236, *Guidebook for Air Force Instructors*

AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*

Terms

ASR—Airport Surveillance Radar

ATD—Aircrew Training Device

CDS—Container Delivery System

CRRC—Combat Rubber Raiding Craft

DZ—Drop Zone

EPE—Emergency Procedures Evaluation

FMS—Flight Management System

ILS—Instrument Landing System

LOC—Localizer

LOP—Line of Position

LZ—Landing Zone

MLS—Microwave Landing System

MQF—Master Question File

NDB—Nondirectional Radio Beacon

NVG—Night Vision Goggles

OAP—Offset Aim Point

PAR—Precision Approach Radar

RQ—Requalification

SCNS—Self Contained Navigation System

SKE—Station Keeping Equipment

TACAN—Tactical Air Navigation System

VOR—Very High Frequency Omnidirectional Radio Beacon

C-130 PILOT FLIGHT EVALUATION WORKSHEET

C-130 PILOT FLIGHT EVALUATION WORKSHEET											
AREA / SUB AREA	Q	Q-	U	T	REMARKS	AREA / SUB AREA	Q	Q-	U	T	REMARKS
GENERAL						INSTRUMENT					
1. Directives / Publications / Pro Equip						30C. MLS (Precision)					
2. Mission Prep / Planning / Performance						31. Non-Precision Approaches(2 Required)					
3. Briefings						31A. NDB					
4. Use of Checklist						31B. Localizer / VOR					
5. Safety Consciousness (Critical)						31C. ASR					
6. Judgment / Compliance (Critical)						31D. TACAN					
7. Crew Coord / Management / CRM						31E. Azimuth only MLS					
8. Communication/IFF/SIF Procedures						31F. ARA					
9. Life Support Systems / Egress						32. Circling Approach					
10. Knowledge / Completion of Forms						33. Missed Approach (N/A if 19/21)					
11. Airmanship / Situational Awareness						INSTRUCTOR					
QUALIFICATION						34. Instructor Ability					
12. Ground Operations / Taxi						35. Instructor Demonstration					
13. Takeoff						36. Student Briefing / Critique					
14. Radar Ops / WX Avoid / Windshear *						37. Knowledge of Training Forms					
15. Fuel Conservation*						MISSION					
16. VFR Pattern						38. Pre-Takeoff					
17. Landings						39. Takeoff					
17A. Full Flap Landing (100%)						40. Departure / Assembly					
17B. Partial Flap Landing (50%)						41. Formation Procedures					
17C. No Flap Landing (AC and IP only)						42. Enroute Navigation					
17D. Touch / Stop and Go Landing						43. Slowdown					
18. Landing Roll / Braking / Prop Rev						44. DZ Alignment					
19. All Engine Go-Around (N/A if 21/33)						45. Airdrop Procedures					
20. Engine Out Landing (AC/IP only)						46. Escape					
21. Engine Out Go-Around (AC/IP only)						47. Formation Recovery					
22. Boldface (Critical)						48. Formation Landing					
23. Emergency Procedures						49. Flight Leadership (Lead Only)					
24. Systems Ops / Knowledge / Limits						50. Defensive Syst/Tactics *(If Applicable)					
INSTRUMENT						51. Threat Avoidance*					
25. Instrument Departure / SID						52. NVG Usage / Limitations (If Observed)					
26. En Route Navigation / SCNS						53. Tactical Recovery					
27. Holding						54. Assault Procedures					
28. Use of NAVAIDs						55. Assault Takeoff					
29. Descent / Arrival						56. Assault Landing					
30. Precision Approaches (2 Required)						57. Ski Airborne Radar Approach					
30A. PAR						58. Ski Landing					
30B. ILS						59. Ski Takeoff					

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*Verbally Evaluate If Not Observed.

C-130 Pilot Flight Evaluation Worksheet (Continued).

COMMENTS: (CONTINUED)	C-130 PILOT 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 <i>(EXPLAIN IN COMMENTS)</i>	DUE DATE		
			DATE ADDITIONAL TRAINING COMPLETED		
EXPIRATION DATE		YES <input type="checkbox"/>			DATE ADDITIONAL TRAINING COMPLETED
		NO <input type="checkbox"/>			
COMMENTS					
CERTIFICATION					
PRINT NAME AND GRADE			ORGANIZATION		
FLIGHT EXAMINER					
REVIEWING OFFICER					
FINAL APPROVING OFFICER					

C-130 FLIGHT ENGINEER FLIGHT EVALUATION WORKSHEET

C-130 FLIGHT ENGINEER FLIGHT EVALUATION WORKSHEET											
AREA / SUB AREA	Q	Q-	U	T	REMARKS	AREA / SUB AREA	Q	Q-	U	T	REMARKS
GENERAL						31. Boldface (Critical)					
1. Directives / Publications / Pro Equip						32. Emergency Procedures					
2. Mission Prep / Planning						SYS OPS / KNOWLEDGE / LIMITS					
3. Briefings (If Observed)						33. Engine					
4. Use of Checklist						34. Propeller					
5. Safety Consciousness (Critical)						35. APU/GTC					
6. Judgment / Compliance (Critical)						36. Fire Detection / Extinguishing					
7. Crew Coord / Management / CRM						37. Oxygen					
8. Communication / IFF/SIF / Procedures						38. Pneumatics / Bleed Air					
9. Life Support Systems / Egress						39. Pressurization / Depressurization					
10. Knowledge / Completion of Forms						40. Air Conditioning / Floor Heating					
11. Airmanship / Situational Awareness						41. Anti-icing / De-icing					
QUALIFICATION						42. Flight Controls					
12. Aircraft Preflight Inspection						43. Flaps					
12A. Before Exterior Inspection						44. Windows/ Hatches / Doors / Ramp					
12B. Power Off Inspection						45. Landing Gear					
12C. Power On Inspection						46. Brakes					
12D. Exterior Inspection						47. Nose Wheel Steering					
12E. Interior Inspection						48. Hydraulics					
12F. Top of Airplane Inspection						49. Fuel					
13. Performance						50. Refuel / Defuel					
FLIGHT PHASE						51. Electrical					
14. Arrival / Departure Procedures						52. Radios					
15. Cockpit						53. Radar					
16. Before Starting						54. Navigation Equipment					
17. Starting Engines						55. CVR / DFDR					
18. Before Taxi						56. Defensive Systems (If Applicable)					
19. Taxi						57. Ground Support Equipment					
20. Before Take-Off						MISSION					
21. Take-Off						58. Mission Procedures*					
22. Line-Up						59. NVG Usage / Limitations (If Observed)					
23. After Take-Off						INSTRUCTOR					
24. Enroute						60. Instructor Ability					
25. Descent						61. Instructor Demonstration					
26. Before Landing						62. Student Briefing / Critique					
27. Landing						63. Knowledge of Training Forms					
28. After Landing											
29. Engine Shutdown											
30. Before Leaving Aircraft											
						* Verbally Evaluate If Not Observed					

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C-130 Flight Engineer Flight Evaluation Worksheet (Continued).

COMMENTS: (CONTINUED)	C-130 ENGINEER 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 <i>(EXPLAIN IN COMMENTS)</i>	DUE DATE			
EXPIRATION DATE		YES <input type="checkbox"/>	DATE ADDITIONAL TRAINING COMPLETED			
		NO <input type="checkbox"/>				
COMMENTS						
CERTIFICATION						
PRINT NAME AND GRADE				ORGANIZATION		
FLIGHT EXAMINER						
REVIEWING OFFICER						
FINAL APPROVING OFFICER						

C-130 Loadmaster Flight Evaluation Worksheet (Continued).

COMMENTS: (CONTINUED)	C-130 LOADMASTER 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 <i>(EXPLAIN IN COMMENTS)</i>	DUE DATE		
EXPIRATION DATE		YES <input type="checkbox"/>	DATE ADDITIONAL TRAINING COMPLETED		
		NO <input type="checkbox"/>			
COMMENTS					
CERTIFICATION					
PRINT NAME AND GRADE					
FLIGHT EXAMINER			ORGANIZATION		
REVIEWING OFFICER					
FINAL APPROVING OFFICER					

Reproduce Locally, as Required, (Print Head-to-Foot)

Attachment 6 (Added-POPE)

AF FORM 3862, 43 OG/OGV OVERPRINT, PILOT (COVER)

C-130 PILOT EVALUATION		DATE COMPLETED	
NAME (Last, First, MI)	GRADE	SSN	
ORGANIZATION / LOCATION AS, Pope AFB, NC	ACFT/CREW POS. C-130E/	ELIGIBILITY PERIOD	
QUALIFICATION			
GROUND PHASE		FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK DATE
QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	RESTRICTION <small>(Restrictive Comments)</small>	DUE DATE
EXPIRATION DATE	YES <input type="checkbox"/>	NO <input type="checkbox"/>	DATE ADDITIONAL TRAINING COMPLETED
COMMENTS			
CERTIFICATION			
PRINT NAME AND GRADE	ORGANIZATION	SIGNATURE	
REVIEWING OFFICER			
FINAL APPROVING OFFICER			

AF Form 3862 19990801 (EF-V1) 43 OG/OGV Overprint 6 OCT 03

COMMENTS:

TREND ANALYSIS GUIDANCE (Note: T column is for Trend Information)
Grade each area using the following guidelines:
Q= awarded and no other comment is warranted.
Q- Negative comment on Form 8. Debriefed or additional training.
U=unsatisfactory performance, negative comment, additional training required.
T= for trend information positive or negative
AREA/SUB AREA GRADE +T Q -T Q- U
SEMS/PRO TREND/GRADE 5 4 3 2 1

Attachment 7 (Added-POPE)

AF FORM 3862, 43 OG/OGV OVERPRINT, PILOT (INSIDE)

AREASUB AREA	Q	O	U	T	REMARKS
GENERAL					
1. Directives/Publications/Pro Equip					
2. Mission Prep/Planning/Performance					
3. Briefings					
4. Use of Checklist					
5. Safety Consciousness (Critical)					
6. Judgment/Competence (Critical)					
7. Crew Coordination/Teamwork					
8. Communication/FFS/IEC Procedures					
9. ILS Support System/Egress					
10. Knowledge/Completion of Forms					
11. Attitudes/Situational Awareness					
QUALIFICATION					
12. Ground Operations / Taxi					
13. Takeoff					
14. Radar Ops / NVA Avoid / Windshear*					
15. Fuel Conservation*					
16. VFR Problem					
17. Landings					
17A. Full Stop Landing (100%)					
17B. Partial Stop Landing (50%)					
17C. No Flap Landing (A/C and/or only)					
17D. Touch / Stop and Go Landing					
18. Landing Roll / Braking / Prop Rev					
19. A/E Engine Go-around (NVA II 21033)					
20. Engine Out Landing (ACIP only)					
21. Engine Out Go-around (ACIP only)					
QUAL EPE					
22. Batcher (Critical)					
23. Emergency Procedures					
24. Systems Ops / Knowledge / Limits					
24A. TOLD/Takeoff procedures					
24B. Brevit Air					
24C. Fuel					
24D. Oil					
24E. Engines					
24F. Engines					
24G. Hydraulics					
24H. Airdrops/STONS					
24I. Propellers					
24J. Emergency Equipment					
INSTRUMENT					
25. Instrument Departure / SID					
26. En route Navigation / SCNS					
27. Holding					
28. Use of RNAV/DGs					
29. Descent / Arrival					
AREASUB AREA	Q	O	U	T	REMARKS
30. Predicted Approaches (2 Required)					
30A. PAR					
30B. ILS					
30C. MLS (Precision)					
31. Non-Precision Approaches (2 Required)					
31A. NDB					
31B. Localizer / VOR					
31C. ASR					
31D. TACAN					
31E. Arrivals only MLS					
31F. ARN					
32. Climb Approach					
33. Missed Approach (NVA II 49/211)					
INSTRUCTOR					
34. Instructor Ability					
35. Instructor Demonstration					
36. Student Briefing/Change					
37. Knowledge of Training Forms					
MISSION					
38. Pre-Takeoff					
39. Takeoff					
40. Departure / Assembly					
41. Formation Procedures					
42. Enroute Navigation					
43. Slowdown					
44. O2 Alignment					
45. Airdrop Procedures					
46. Ejector					
47. Formation Recovery					
48. Formation Landing					
49. Flight Loosening (Lead Only)					
50. Defensive Spvt/Tactics*					
51. Thrust Augmentor*					
52. NVG Usage / Limitations (if Overused)					
53. Tactical Recovery					
54. Assault Procedures					
55. Assault Takeoff					
56. Assault Landing					
MISSION EPE					
57. Batcher (Critical)					
59. Max Effort TOLD/Takeoff procedure*					
60. Formation Procedures					
61. Defensive System Operation					
62. Threat Interpretation					
63. Evasive Action					
64. NVG Airdrop/Land Procedures					

Attachment 8 (Added-POPE)

AF FORM 3862, 43 OG/OGV OVERPRINT, NAVIGATOR (COVER)

C-130 NAVIGATOR EVALUATION		DATE COMPLETED	
NAME (Last, First, MI)	GRADE	ISSN	
ORGANIZATION / LOCATION AS, Pope AFB, NC		ACFT/CREW POS C-130E/	ELIGIBILITY PERIOD
QUALIFICATION			
GROUND PHASE		FLIGHT PHASE	
EXAM/CHECK	DATE	GRADE	MISSION/CHECK
QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	RESTRICTION	DUE DATE
		8-130E/	
		Other/	
EXPIRATION DATE		YES <input type="checkbox"/>	NO <input type="checkbox"/>
			DATE ADDITIONAL TRAINING COMPLETED
COMMENTS			
CERTIFICATION			
PRINT NAME AND GRADE	ORGANIZATION	SIGNATURE	
FLIGHT EXAMINER			
REVIEWING OFFICER			
FINAL APPROVING OFFICER			

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COMMENTS:

TREND ANALYSIS GUIDANCE (Note: T column if for Trend Information)
 Grade each area using the following guidelines:
 Q= awarded and no other comment is warranted
 Q- Negative comment on Form 8, Detracted or additional training
 U= unsatisfactory performance, negative comment, additional training required.
 T= for trend information positive or negative

AREA/SUB AREA GRADE +T Q -T Q- U
 SLMS/PRO TRENDS/GRADE 5 4 3 2 1

Attachment 11 (Added-POPE)

AF FORM 3862, 43 OG/OGV OVERPRINT, FLIGHT ENGINEER (INSIDE)

AREA / SUB AREA	SEMSPRO TRENDSGRADE				REMARKS
	Q	U	T		
GENERAL					
1. Directives / Publications / Pro Equip					
2. Mission Plan / Planning					
3. Briefings (if Observed)					
4. Use of Checklists					
5. Safety Consciousness (Critical)					
6. Judgment / Compliance (Critical)					
7. Crew Coord / Management / CRM					
8. Communications / HF / SIF / Procedures					
9. Life Support Systems / Egress					
10. Knowledge / Completion of Forms					
11. Awareness / Situational Awareness					
QUALIFICATION					
12. Aircraft Preflight Inspection					
12A. Before Engine Inspection					
12B. Power Off Inspection					
12C. Power On Inspection					
12D. Engine Inspection					
12E. Master Inspection					
12F. Top of Airframe Inspection					
13. Performance					
FLIGHT PHASE					
14. Arrival / Departure Procedures					
15. Cockpit					
16. Before Starting					
17. Starting Engines					
18. Before Taxi					
19. Taxi					
20. Before Take-Off					
21. Take-Off					
22. Take-Up					
23. After Take-Off					
24. Enroute					
25. Descent					
26. Before Landing					
27. Landing					
28. After Landing					
29. Engine Shutdown					
30. Before Leaving Aircraft					
31. BRU/SPACE (Critical)					
32. Emergency Procedures					

AREA / SUB AREA	SEMSPRO TRENDSGRADE				REMARKS
	Q	U	T		
SYS OPS / KNOWLEDGE / LIMITS					
33. Engine					
34. Propeller					
35. GTC					
36. Fire Detection / Extinguishing					
37. Oxygen					
38. Pneumatics / Bleed Air					
39. Pneumatics / Depressurization					
40. Air Conditioning / Floor Heating					
41. Anti-icing / De-icing					
42. Flight Controls					
43. Flaps					
44. Windows / Lenses / Doors / Ramp					
45. Landing Gear					
46. Slides					
47. Nose Wheel Steering					
48. Hydraulics					
49. Tyre					
50. Fuel/Air Control					
51. Electrical					
52. Rance					
53. Radar					
54. Navigation Equipment					
55. OVR / O/D/D/R					
56. Defensive Systems (if Applicable)					
57. Ground Support Equipment					
MISSION					
58. Mission Procedures *					
59. NAV Usage / Limitations (if Observed)					
INSTRUCTOR					
60. Instructor Ability					
61. Instructor Demonstration					
62. Student Briefing / Critique					
63. Knowledge of Training Points					

TREND ANALYSIS GUIDANCE (Note: 7 column if for trend information)
 Grade each area using the following guidelines:
 Q = awarded and no other comment is warranted
 U = Negative comment on form B. Debriefed or additional training
 T = unsatisfactory performance, negative comment, additional training required
 * = for trend information possible or negative
AREA/SUB AREA GRADE +T Q -T Q -U
SEMSPRO TRENDSGRADE 5 4 3 2 1

Attachment 12 (Added-POPE)

AF FORM 3862, 43 OG/OGV OVERPRINT, LOADMASTER (COVER)

LOADMASTER EVALUATION		DATE COMPLETED																													
NAME (Last, First, MI)	GRADE	SSAN																													
ORGANIZATION/LOCATION	ADPT/GREW POS/ELIGIBILITY PERIOD	C-130E/																													
AS, Pope AFB, NC																															
GROUND PHASE		FLIGHT PHASE																													
EXAM/CHECK	DATE	MISSION/CHECK	DATE																												
CLOSED BOOK		QUAL/MSN																													
QUAL OPEN																															
MSN OPEN																															
BOLDFACE																															
EPE																															
QUALIFICATION LEVEL	RESTRICTION	ADDITIONAL TRAINING																													
QUALIFICATION UNQUALIFIED	Y <input type="checkbox"/> N <input type="checkbox"/>	DUE DATE																													
EXPIRATION DATE		DATE ADDITIONAL TRAINING COMPLETED																													
COMMENTS																															
<p>COMMENTS:</p> <p>MISSION DESCRIPTION: This (1 H2) flight evaluation was administered on a (3) mission. The payload consisted of (4). Areas _____ were verbally evaluated.</p> <table border="1"> <thead> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> </tr> </thead> <tbody> <tr> <td>recurring qual</td> <td>unilateral airdrop</td> <td># of pallets</td> <td></td> </tr> <tr> <td>initial msn</td> <td>JAVATT</td> <td># of passengers</td> <td></td> </tr> <tr> <td>no-notice mis/qual</td> <td>SAAM</td> <td># of vehicles/rolling stock</td> <td></td> </tr> <tr> <td>instructor channel</td> <td>proficiency trainer</td> <td>floor loaded equipment</td> <td></td> </tr> <tr> <td>spot</td> <td>sequential/single heavy equipment platform</td> <td># of CDS bundles</td> <td></td> </tr> <tr> <td></td> <td></td> <td># of jumpers</td> <td></td> </tr> </tbody> </table> <p>The examinee demonstrated his/her instructor abilities by instructing the examinee/student on.... (include 2 areas instructed)</p> <p>DISCREPANCIES</p> <p>RECOMMENDED ADDITIONAL TRAINING</p> <p>ADDITIONAL COMMENTS</p> <p>TREND ANALYSIS GUIDANCE (Note: T column is for Trend Information) Grade each area using the following guidelines: Q+ awarded and no other comment is warranted. Q- = Negative comment on form 8. Detracted or additional training. U = unsatisfactory performance, negative comment, additional training required. T = for trend information positive or negative</p> <p>AREASUB AREA GRADE +T Q -T Q- U SEMSPRO TRENDGRADE 5 4 3 2 1</p>				1	2	3	4	recurring qual	unilateral airdrop	# of pallets		initial msn	JAVATT	# of passengers		no-notice mis/qual	SAAM	# of vehicles/rolling stock		instructor channel	proficiency trainer	floor loaded equipment		spot	sequential/single heavy equipment platform	# of CDS bundles				# of jumpers	
1	2	3	4																												
recurring qual	unilateral airdrop	# of pallets																													
initial msn	JAVATT	# of passengers																													
no-notice mis/qual	SAAM	# of vehicles/rolling stock																													
instructor channel	proficiency trainer	floor loaded equipment																													
spot	sequential/single heavy equipment platform	# of CDS bundles																													
		# of jumpers																													
CERTIFICATION																															
NAME AND GRADE		ORGANIZATION/ OFFICE SYMBOL	SIGNATURE																												
FLIGHT EXAMINER																															
REVIEWING OFFICER																															
FINAL APPROVING OFFICER																															

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