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SECRETARY OF THE AIR FORCE**

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VOLUME 2**

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Flying Operations

HH-60 AIRCREW EVALUATION CRITERIA



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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. It applies to all HH-60 units. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/A3OT, through HQ ACC/A3TV, for approval prior to publication IAW AFPD 11-2, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/A3OT, HQ ACC/A3TV, and user MAJCOM/DRU/FOA offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.4. of this volume for guidance on submitting comments and suggesting improvements to this publication. The Privacy Act of 1974 applies to certain information gathered pursuant to this volume. The Privacy Act System Number F011 AF XO A, Aviation Resource Management Systems (ARMS) covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, Incentive pay: Pub.L. 92-204, Appropriations Act for 1973, Section 715; Pub.L. 93-570, Appropriations Act for 1974); Pub.L. 93-294, Aviation Career Incentive Act of 1974; DoD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; Air Force Instruction 11-401, Aviation Management; Air Force Instruction 11-402, Aviation and Parachutist Service, Aeronautical Ratings and Badges; Air Force Instruction 11-421, Aviation Resource Management; and E.O. 9397 (SSN). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (will convert to AFMAN 33-363), *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://afrims.amc.af.mil/>.

SUMMARY OF CHANGES

This document has been substantially revised and must be thoroughly reviewed. All guidance on certifications has been removed for inclusion in AFI 11-2HH-60V1, *HH-60—Aircrew Training*.

NOTE: The following revision listing includes major changes from the previous edition. Additionally, reformatted entire document separating crew information and moved aircrew evaluation requirements to **Chapter 1** (previously listed in Ch 2).

1.7. Added Flight Examiner Roles

1.7.5. Deleted squadron commander determination for SIM usage

1.7.6. Deleted initial reaction of examinee during emergency

1.9.1.6. Added requirement for semi-annual testing; deleted P/FE mission testing

1.10.1. Updated policy on deployed evaluations.

1.10.3.1. Added guidance on initial assignment MPs.

2.2.2.2. Added requalification(RQ) alongside initial for evals requirement.

2.2.3. Deleted qualified aircraft commander from verbiage

Table 2.1. Deleted item 18, Non-critical emergencies.

2.5.16. Area 18. Deleted.

2.6.3. Area 24. Added Low Altitude.

2.8.9.4. Deleted redundant tolerances for hover standards.

Table 3.1. Deleted item 18, Non-critical emergencies.

3.2.4.4.2. Deleted SPOT testing requirement for FE

3.2.4.5.1. Deleted live AIE requirement for evals.

3.5.10.1. Added aircraft and equipment inspections sentence.

3.5.17. Area 18. Deleted.

3.6.2.1. Added takeoff abort requirement to FE criteria

3.6.2.3. Added failure to ID abort point to FE criteria

3.6.3. Added low Altitude autorotation

3.6.3.1. Added scan to FE criteria

3.6.3.3. Added failure to incorporate scan to FE criteria

3.7.10. Added FE air refueling eval criteria

3.7.13.1. Added scan crew advisement to gunnery criteria

3.7.13.2. Added slow to advise to gunnery criteria

3.7.13.3. Added failed to advise to gunnery criteria

Table 4.1. Deleted item 18, Non-critical emergencies.

4.2.3.5.2. Deleted SPOT testing requirement for AG

4.2.3.6.1. Deleted live AIE requirement for live evals.

4.5.10.1. Added aircraft and equipment inspections sentence.

4.5.16. Area 18. Deleted.

4.6.10. Added AG air refueling eval criteria

4.6.13.1. Added scan crew advisement to gunnery criteria

4.6.13.2. Added slow to advise to gunnery criteria

4.6.13.3. Added failed to advise to gunnery criteria

5.1. Deleted item 18 from Evaluator Worksheet

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Chapter 1

GENERAL INFORMATION

1.1. General. This instruction establishes requirements for all HH-60 standardization/evaluation (stan/eval) flight evaluations and outlines aircrew standardization/evaluation grading criteria. Conduct all evaluations in accordance with (IAW) the provisions of Air Force Instruction (AFI) 11-202V2, *Aircrew Standardization /Evaluation Program*.

1.2. Applicability. This Directive sets forth policies regarding HH-60 evaluation criteria for Air Force civilian and military personnel, including the Air Force Reserve and Air National Guard.

1.3. Distribution. This instruction is distributed to HH-60 units through Air Force publication distribution channels. The office of primary responsibility (OPR), upon specific request and justification, makes distribution outside Air Combat Command (ACC).

1.4. Changes/Revisions. IAW AFPD 11-2, **para 6.1.2**, all changes/revisions to this AFI must be coordinated through AF/A3OT and approved by AF/A3/5. Personnel at all echelons are encouraged to submit proposed changes IAW AFI 11-215, *Flight Manuals Program (FMP)* to applicable major commands (MAJCOM). Use AF Form 847, *Recommendation for Change of Publication*. MAJCOM approved recommendations will be forwarded to HQ ACC/A3TV.

1.5. Waivers. Waiver authority for this publication is MAJCOM/A3/DO (ANG: ANG/A3). Forward waiver requests through appropriate channels to the applicable MAJCOM/A3/DO for approval. ANG units forward waiver requests to HQ ACC/A3TV for staffing. HQ USAF/A3O is the waiver authority for basic Stan/Eval policy as contained in AFI 11-202 Vol 2. Post all waivers IAW AFI 11-202V2.

1.6. Supplements/Interim Changes (ICs): HQ USAF/A3 approves all interim changes to this instruction. Units are encouraged to supplement this instruction with standard evaluation profiles that best fit the unit's mission, equipment, and location. MAJCOMs will forward a copy of MAJCOM supplements to HQ USAF/A3OT, through MAJCOM Stan/Eval, for coordination. Units below MAJCOM level will forward one copy of each supplement to their MAJCOM OPR for pre-publication review.

1.7. Flight Examiner Role.

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

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

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

Student pilot evaluations will have either a qualified instructor pilot or flight examiner at a set of controls.

1.7.4. SEFEs should use a MAJCOM approved AF Form 4038, *HH-60 Evaluation Worksheet*, or equivalent, while performing the flight evaluation/Emergency Procedure Evaluation (EPE) checklist.

1.7.5. Each crew chapter includes a required event table listing required flight evaluation areas to be graded. Except during initial evaluations, or when it is impossible or impractical to evaluate a required area in flight, the SEFE may elect to evaluate the area(s) by an alternate method (simulator, procedural trainer, or verbal examination) following guidance in **para. 1.13.**, Verbal Evaluation of Sub-areas.

1.7.6. During an actual emergency, the SEFE will determine when to terminate an evaluation.

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

1.8. Grading Systems.

1.8.1. Grading instructions and performance criteria are contained in AFI 11-202V2 and crew chapters in this instruction.

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

1.8.3. Boldface, crew discipline, situational awareness, safety/judgment/airmanship are considered critical. If one of these areas is graded U, then the overall grade for the evaluation will be Q-3. Boldface not required for aerial gunners.

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

1.8.5. Base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft.

1.8.6. Do not consider momentary deviations from tolerances; provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The SEFE will consider cumulative deviations when determining the overall grade.

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

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

1.8.9. SEFE judgment must be exercised when the wording of areas is subjective and when specific situations are not covered.

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

1.9. Ground Phase Requisites. IAW AFI 11-202V2 and MAJCOM supplements, the open book examination, closed book examination, flight publication check, and Emergency Procedures Evaluation (EPE) are required for all crew members and all qualification evaluations. For mission evals, complete EPE. The boldface examination is required for the pilot and flight engineer for all evaluations.

1.9.1. **Aircrew Written Examinations.** Conduct examinations IAW AFI 11-202V2 and the specific requirements below. Units must ensure each crew position has the appropriate number of required examinations (i.e., qual open & closed, instrument open, and flight surgeon) IAW AFI 11-202V2 and MAJCOM supplement. Units may generate a unique test for each crew member using appropriate computer software programs. The minimum numbers of test questions are:

1.9.1.1. Qualification open book examinations (Pilot/Flight Engineer (FE))--40 questions.

1.9.1.2. Qualification closed book examinations (Pilot/FE)--40 questions.

1.9.1.3. Qualification/Mission (Qual/Msn) open book examination (Aerial Gunner (AG))--40 questions.

1.9.1.4. Qual/Msn closed book examination (AG)--40 questions.

1.9.1.5. Instrument open book (Pilot)--50 questions.

1.9.1.6. Semi-annual testing will be accomplished IAW AFI 11-202V2, *Aircrew Standardization/Evaluation Program, ACC Sup 1* for all crew positions. Units should tailor testing to mission related areas that highlight current contingency taskings, upcoming deployments, or other areas of emphasis per the OG/CC.

1.9.2. **Publications Check.** Units may specify additional publications to be evaluated in the unit supplement to AFI 11-202V2. Flight publications that will be checked for currency and proper posting during all flight evaluations are:

1.9.2.1. T.O. 1H-60(H)G-1CL-1, *Pilot Flight Crew Checklist*, (All)

1.9.2.2. AFI 11-2HH-60V3, *HH-60 Operations Procedures*, Attachment 2 (All)

1.9.2.3. T.O. 1H-60(H)G-1CL-2, *Gunner/Hoist Operators Flight Crew Checklist*, (FE/AG)

1.9.2.4. T.O. 1-1C-1-20CL-2, *Pilot/Flight Engineers Flight Crew Checklist—Air Refueling Procedures with HC-130P and HC-130N*.(FE)

1.9.2.5. Local in-flight guide (Pilots)

1.9.3. **Emergency Procedures Evaluation (EPE).** IAW para. **1.14.**

1.9.4. **Boldface exam.** IAW 11-202V2.

1.10. Evaluations. Conduct flight evaluations as specified in AFI 11-202V2, the MAJCOM supplement, this instruction's specific crew position chapters, associated figures and additional information below.

1.10.1. Evaluations during exercises or non-contingency deployments are encouraged. Evaluations during contingencies are authorized with the concurrence of OG/CC or equivalent.

1.10.2. **Mission Evaluations.** Mission evaluations will normally be flown using unit formations and tactics. Examinees will be evaluated in the position of their highest qualification. If briefed, at the SEFEs discretion, portions may be flown in another position, but the emphasis is to have examinees evaluated at their highest qualification level.

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

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

1.10.2.3. FE/AGs not evaluated on formation must be evaluated on formation during the subsequent mission evaluation.

1.10.2.4. All aircrew will complete a mission (qual/mission for AG) evaluation prior to being designated as BMC or Combat Mission Ready (CMR).

1.10.2.5. The Pilot, FE and AG will be evaluated on air refueling during the initial and requalification mission evaluations. ARC only: Notes 2 and 3 of [Table 3.1.](#) and [Table 4.1.](#) apply.

1.10.2.6. Air refueling and gunnery operations may be evaluated in conjunction with the last formal training unit (FTU) training flight. The unit commander or operations officer must pre-approve this method. The SEFE will make it clear to the student when the training period ends and the evaluation begins. These evaluations will be documented on the same AF Form 8 as the initial mission evaluation.

1.10.2.7. For CMR aircrew to complete an evaluation, all areas in the crew event tables ([Table 2.1.](#), [Table 3.1.](#), and [Table 4.1.](#)), annotated with an “R” must be accomplished. Basic Mission Capable aircrew will only be evaluated on those missions routinely performed and in those areas which they are qualified to perform unsupervised. Only those areas the examinee has trained for will be evaluated.

1.10.2.8. Evaluation profiles will be based on Designed Operational Capability (DOC) taskings, training sorties, and operational missions normally flown by the unit.

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

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

1.10.3.1. Initial assignment mission pilots (MPs) from the RTU who do not meet AFI 11-2HH-60V1 MP experience requirements will be administratively downgraded to mission copilot (MC). A Commander-Directed Downgrade Form 8 will be completed IAW AFI 11-202V2, **para. 7.5.** Copilots will complete an MP evaluation to remove the downgrade when required experience levels are attained and the SQ/CC approves MP certification. Document the “for cause” reason for the downgrade as an experience level related downgrade in the Commander’s Remarks.

1.10.4. **Instructor Aircrew Evaluations.** Evaluate ability to instruct during all periodic evaluations IAW AFI 11-202V2. The SEFE will particularly note the instructor’s ability to recognize student difficulties and provide effective, timely corrective action. Thoroughly evaluate the examinee’s instructor knowledge and ability as outlined in each crew chapter of this instruction. SEFEs will document

instructor evaluation accomplishment in the Mission Description paragraph of the Examiner's Remarks section of the AF Form 8.

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

1.11. Instructors.

1.11.1. Instructor candidates must be qualified in all sub-areas they will instruct.

1.11.2. Instructor candidates will be evaluated on instructor performance during a representative sample of maneuvers. Instructors should have a solid understanding of systems, procedures, and techniques.

1.11.3. Whenever possible, instructor flight evaluations should be conducted with a "student" (e.g. an FE currently in training, a qualified FE/AG, or the evaluator) occupying the applicable aircrew position. The "student" will perform those duties prescribed by the instructor for the mission being accomplished. The instructor examinee will monitor all phases of flight from an advantageous position and be prepared to demonstrate or explain any area or procedure.

1.11.4. Instructor requalification evaluations may be combined with the basic requalification evaluation.

1.11.5. There are no requisites for initial instructor evaluations. Requisites for periodic evaluations administered to qualified instructors will be completed IAW the requirements for the type (QUAL/INSTM/MSN) evaluation being administered.

1.11.6. Initial instructor evaluations consist of all required areas listed in the initial instructor column of the appropriate evaluation event requirements within each crew chapter. Designation of instructors as instrument and/or qualification only instructors is at unit commander discretion.

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

1.11.8. All instructors will be graded using the evaluation criteria in each crew chapter.

1.12. Flight Examiners.

1.12.1. Evaluators must be instructor qualified and current in a given event prior to acting as an evaluator in the event.

1.12.2. Certified evaluators who subsequently add other certifications are automatically certified to evaluate these new qualifications.

1.13. Verbal Evaluation of Sub-areas.

1.13.1. For initial/requalification evaluations, all required items must be performed by actual demonstration.

1.13.2. For periodic evaluations, when it is impossible or impractical to evaluate a required area in flight, the SEFE may elect to evaluate the area(s) by an alternate method (simulator, procedural trainer, or verbal examination). Document why required area(s) were not evaluated in flight and the

alternate method of evaluation used, in the additional comments paragraph of the examiner's remarks section of the AF Form 8, *Certificate of Aircrew Qualification*. If, in the SEFE's judgment, a required item cannot be adequately evaluated by an alternate method, complete the evaluation on an additional flight.

1.13.3. The unit chief of stan/eval, flight examiner or SQ/CC decide if the evaluation is complete.

1.14. Emergency Procedures Evaluation (EPE). The purpose of the EPE is to discuss systems knowledge and evaluate emergency procedures out of the in-flight environment, allowing for a more in-depth investigation of systems knowledge and scenario driven circumstances. This evaluation will include areas commensurate with the examinee's Ready Aircrew Program (RAP) training level. EPEs may be performed individually or as a crew in an Aircrew Training Device (ATD), or verbally, but will not be performed in flight.

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

1.14.2. Examinees may use publications that are normally available in flight. The examinee must recall all boldface items from memory IAW AFI 11-202V2 (N/A for AGs).

1.14.3. Include the following items on all EPEs:

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

1.14.3.2. Emergency Procedures. Discuss a minimum of two emergencies per phase of the mission (ground operations, takeoff, cruise, and terminal operations).

1.14.3.3. Crew coordination and risk management.

1.14.3.4. Mission evaluation scenarios should be tailored to unit tasking and any current special interest items. The following additional items will be included on the EPE given as a requisite to the mission and aerial gunner qual/msn evaluations:

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

1.14.3.4.2. Evasive Action/Threat reaction.

1.14.4. The following additional items will be included on pilot and copilot EPEs given as a requisite for the INSTM/QUAL evaluation. AFMAN 11-217V1, *Instrument Flight Procedures*.

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

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

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

Chapter 2

PILOT EVALUATIONS

2.1. Crew Positions. Evaluation standards will be administered in accordance with the individual's crew position as listed below:

- 2.1.1. Pilots (P). Ps will be evaluated in all required areas unless indicated otherwise.
- 2.1.2. Copilot (CP). CPs will be evaluated to the same sub-area criteria as **para. 2.1.1.** unless indicated otherwise.
- 2.1.3. Instructor Pilots (IP):
 - 2.1.3.1. IPs must meet criteria in **1.11.**
 - 2.1.3.2. IPs will be evaluated to Instructor sub-area criteria and **2.1.1.**
- 2.1.4. Evaluator Pilots (EPs) will be evaluated as **2.1.1.** and **2.1.3.**

2.2. Evaluation Event Requirements. Refer to **Table 2.1.** for required events.

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

2.2.1.1. Instrument portions of the instrument/qualification evaluations may be administered in an HH-60G configured flight simulator. Gaining MAJCOM/AT3V (ANG/A3) concurrence is required for qualification events.

2.2.2. Pilot/Copilot Mission Evaluations. Scenarios that represent unit Designed Operational Capabilities (DOC) tasking satisfy the requirements of this evaluation. Evaluate the training/flight position/special qualifications as well as basic airmanship of the examinee.

2.2.2.1. Based on the examinee's experience level, a wingman may brief (to include tactics) and/or lead certain phases of the mission, but will not be evaluated using flight lead grading criteria.

2.2.2.2. For initial/RQ mission evaluations, aerial refueling and formation flight will be evaluated.

2.2.3. Instructor (INSTR) Pilot Evaluations. Initial evaluations will be administered with a SEFE in the pilot position and the examinee in the copilot position. During recurring evaluations, the SEFE may administer the evaluation from the cabin (N/A for 58 SOW). (**EXCEPTION:** During recurring evaluations, if there are no other qualified ACs or IPs available, the SEFE may sit in the pilot seat.)

2.2.3.1. During periodic evaluations, the examinee may occupy any pilot position. The other pilot position may be occupied by a student, pilot, co-pilot, IP, or SEFE.

2.2.3.2. Instructor candidates will accomplish and INSTM/QUAL and a MSN evaluation. Events certified after the initial instructor evaluation do not require additional instructor evaluation.

2.3. Pilot/Copilot Evaluated Event Requirements Table. Reference **Table 2.1.**

Table 2.1. Pilot/Copilot Evaluation Event Requirements

PILOT/COPILOT	Inst/Qual	Mission	Initial Instructor
GENERAL			
1. Knowledge of Directives and Forms	R	R	R
2. Publications Check	R	R	R
3. Mission Planning/Weight and Balance TOLD	R	R	R
4. Energy Management	R	R	R
5. Briefings	R	R	R
6. Systems Knowledge	R	R	R
7. Use of Checklists	R	R	R
10. Preflight/Aircraft Run-Up	R	R	R
11. ATC Procedures	R	R	R
12. Crew Coordination	R	R	R
13. Crew Resource Management	R	R	R
14. Crew Discipline (CRITICAL)	R	R	R
15. Situational Awareness (CRITICAL)	R	R	R
16. Safety, Judgment, Airmanship (CRITICAL)	R	R	R
17. Boldface Emergencies (CRITICAL)	R	R	R
18. Deleted			
19. After Landing /Engine Shutdown/Postflight	R	R	R
21. Debriefing			
QUALIFICATION			
22. Hovering maneuvers	R		R
23. Takeoff	R		R
24. Autorotations	R		R
25. Simulated Single Engine Approach/Landing	R		R
26. AFSC/Boost/Hydraulics Off	R		R
27. Stabilator Malfunctions	R		R
28. ECU/DEC Malfunctions	R		R
29. Traffic Patterns	R		R
30. Approaches and Landings	R		R
INSTRUMENTS			
31. Unusual Attitudes (N/A if IMC)	R		R
32. Instrument Departure/Climb/Level-Off	R		R
33. Navigation/Use of Nav aids	R		R
34. Holding Procedures	1		
35. Non-Precision Approach	R		R

PILOT/COPILOT	Inst/Qual	Mission	Initial Instructor
36. Precision Approaches	R		R
A. ILS			
B. PAR			
37. Missed Approach/Climb-Out	R		
MISSION	Inst/Qual	Mission	Initial Instructor
38. Mission Planning		R	R
39. Mission Execution		R	R
40. Tactical Employment Procedures		R	R
41. Terrain/Flight Navigation		R	R
42. Formation		R	R
43. Threat ID/Countermeasure Procedures		R	R
44. Search Procedures			
45. Terminal Area Operations		R	R
46. Rescue Hoist/ AIE Operations		R	
47. Air Refueling		1	
48. Day Water Operations			
49. NVG Water Operations			
INSTRUCTOR			
51. Briefings/Debriefings/Critiques	R	R	R
52. Demo-Performance	R	R	R
53. Instructor Knowledge	R	R	R
54. Instructional Ability	R	R	R
55. Training Documentation Procedures			R
Note 1. Required on Initial/Requal Evaluations			

2.4. Pilot Flight Evaluation Criteria

2.4.1. General. This section contains evaluation criteria for conducting pilot and copilot HH-60 flight evaluations. These evaluations will be conducted with the examinee in their assigned crew position. This criterion serves as a grading guide for evaluators. If a crew position is listed, then that criterion is applicable only to that crew position. The absence of a crew position indicates that that criterion is applicable to all crew positions.

2.4.2. Evaluation Objectives:

2.4.2.1. Initial/Periodic Qualification/Requalification Evaluation. The examinee must satisfactorily demonstrate the ability to operate the aircraft and systems safely and effectively IAW the

appropriate flight manual and other operating procedures. Pilots must also demonstrate the ability to operate the aircraft under instrument flight conditions IAW applicable procedures.

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

2.5. General Phase.

2.5.1. Area 1--Knowledge of Directives/Forms:

2.5.1.1. **Q.** Knowledgeable of all applicable directives, both higher headquarters (HHQ) and local. Familiar with proper forms completion.

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

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

2.5.2. Area 2--Publications Check. Conduct a thorough review of publications required by **Chapter 1**.

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

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

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

2.5.3. Area 3--Mission Planning/Weight and Balance/Takeoff and Landing Data (TOLD)(Take-off, In-flight, Landing):

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

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

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

2.5.3.4. **Q. (CP)** Assisted the pilot as requested in developing a sound plan to accomplish the mission. Assisted the pilot as requested in checking all factors applicable to flight (i.e., weather, NOTAMs, alternate landing sites, flight logs, weight and balance, performance data, fuel requirements, maps, airspace, etc.) IAW applicable directives.

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

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

2.5.4. Area 4--Energy Management:

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

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

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

2.5.5. Area 5--Briefings:

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

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

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

2.5.5.4. **Q. Receiver.** Actively participated and provided input when required. Fully understood the briefing and followed instructions.

2.5.5.5. **Q-. Receiver.** Did not fully understand duties and lack of action/input created minor problems that did not affect safe mission accomplishment.

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

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

2.5.6. Area 6--Systems Knowledge:

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

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

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

2.5.7. Area 7--Use of Checklists:

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

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

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

2.5.8. Area 10--Preflight/Aircraft Run-Up:

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

2.5.8.2. **Q-. (P)** Same as above except for minor procedural deviations which did not degrade mission effectiveness.

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

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

2.5.8.5. **Q-. (CP)** Same as above except for minor procedural deviations which did not degrade mission effectiveness.

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

2.5.9. Area 11--ATC Procedures:

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

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

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

2.5.10. Area 12--Crew Coordination:

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

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

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

2.5.11. Area 13--Crew Resource Management:

2.5.11.1. **Q.** Managed resources and duties effectively to minimize task saturation, channelized attention, and distractions among crew members. Met requirements IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and AF Form 4031 *CRM Skills Criteria Training/Evaluation*.

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

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

2.5.12. Area 14--Crew Discipline (Critical):

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

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

2.5.13. Area 15--Situational Awareness (Critical):

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

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

2.5.14. Area 16--Safety/Judgment/Airmanship (Critical):

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

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

2.5.15. **Area 17--Bold Face Emergencies (Critical):** (May be evaluated in flight or in a static aircraft.)

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

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

2.5.16. **Area 18--Non-Critical Emergencies. Deleted**

2.5.17. **Area 19--After Landing/Engine Shutdown/Post-Flight:**

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

2.5.17.2. **Q-. (P)** Same as above except for minor deviations or omissions.

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

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

2.5.17.5. **Q-. (CP)** Same as above except for minor deviations or omissions.

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

2.5.18. **Area 21--Debriefing:**

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

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

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

2.6. **Qualification Phase:**

2.6.1. **Area 22--Hovering Maneuvers (Precision Hover, 360 degree Turns, Sideward and Backward Flight):**

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

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

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

2.6.2. Area 23--Takeoff (Normal, Marginal Power, Maximum Performance Takeoff):

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

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

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

2.6.3. Area 24--Autorotations (Straight Ahead/Turning/Low Altitude):

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

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

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

2.6.4. Area 25--Simulated Single Engine Approach/Landing:

2.6.4.1. **Q.** Called for and completed the appropriate checklist in a timely manner. Performed before landing checks and accomplished the approach and landing IAW procedures out-lined in the flight manual and other published directives. Aircraft control was smooth and positive. Touch-down was within the desired area. Aware of minimum safe single engine airspeed and the existing power available/required.

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

2.6.4.3. **U.** Called for incorrect checklist or did not complete the checklist in a timely manner. Performance was not IAW procedures outlined in the flight manual or other directives. Aircraft

control was erratic/unsafe. Failed to touchdown within the desired area. Unaware of minimum safe single engine airspeed and/or existing power available/required.

2.6.5. Area 26--AFCS/Boost/Hydraulics Off:

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

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

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

2.6.6. Area 27--Stabilator Malfunctions:

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

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

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

2.6.7. Area 28--Electronic Control Unit (ECU)/Digital Electronic Control (DEC) Malfunction:

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

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

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

2.6.8. Area 29--Traffic Patterns (Prior to Base Turn):

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

Altitude. +/- 100 feet

Airspeed. +/- 10 KIAS

Ground Track. +/- 5 degrees

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

Altitude. +/- 150 feet

Airspeed. +/- 15 KIAS

Ground Track. +/- 10 degrees

2.6.8.3. **U.** Traffic patterns were not performed IAW the procedures outlined in the flight manual, operational procedures, and local directives. Erratic aircraft control. Exceeded the Q- parameters.

2.6.9. Area 30--Approaches/Landings (Normal/Shallow/Steep): (Base and Final Approach)

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

Entry Airspeed. +/- 5 knots

Entry Altitude. +/- 50 feet

2.6.9.2. **Q-.** Same as Q except for minor deviations to procedures outlined in the flight manual and published directives.

Entry Airspeed. +/- 10 knots

Entry Altitude. +/- 100 feet

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

2.7. Instrument Phase:

2.7.1. Area 31--Unusual Attitudes (N/A in IMC):

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

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

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

2.7.2. Area 32--Instrument Departure/Climb/Level Off:

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

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

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

2.7.3. Area 33--Navigation/Use of Navigation Aids (NAVAIDS):

2.7.3.1. **Q**. Demonstrated a satisfactory capability to navigate. Used appropriate navigation procedures. Ensured NAVAIDS were properly tuned, identified, monitored, and selected. Complied with clearance instructions. Aware of position at all times.

Course. +/- half dot

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

Altitude. +/- 200 feet

Airspeed. +/- 5 KIAS

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

Course. +/- 1 dot

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

Altitude. +/- 300 feet

Airspeed. +/- 10 KIAS

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

2.7.4. Area 34--Holding Procedures:

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

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

DME. +/- 0.5 mile

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

Altitude. +/- 200 feet

Airspeed. +/- 10 KIAS

2.7.4.2. **Q-**. Entry and holding procedures were IAW applicable directives. Holding pattern limits were exceeded by not more than:

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

DME. +/- 1 mile

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

Altitude. +/- 300 feet

Airspeed. +/- 15 KIAS

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

2.7.5. **Area 35--Non-Precision Approach:**

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

Altitude. +/- 100 feet

Airspeed. +/- 5 KIAS

Heading/Course. +/- 5 degrees

TACAN ARC. +/- 0.5 mile

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

2.7.5.2. **Q-.** Performed the procedures with minor deviations. Slow to make corrections. Position at the MAP would have permitted a safe landing.

Altitude. +/- 150 feet

Airspeed. +/- 10 KIAS

Heading/Course. +/- 10 degrees

TACAN ARC. +/- 1 mile

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

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

2.7.6. **Area 36--Precision Approach:**

2.7.6.1. **A. ILS.**

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

Airspeed. +/- 5 KIAS

Heading/Course. +/- 5 degrees

Glide Slope/Azimuth. Within 1 dot

2.7.6.1.2. **Q-** Performed the procedures with minor deviations. Slow to make corrections or initiate procedures. Position at the decision height (DH) would have permitted a safe landing.

Airspeed. +/- 10 KIAS

Heading/Course. +/- 10 degrees

Glide Slope. Within one dot low/two dots high

Azimuth. Within two dots

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

2.7.6.2. **B. PAR:**

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

Airspeed. +/- 5 KIAS

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

2.7.6.2.2. **Q-** Performed the procedures with minor deviations. Slow to make corrections or initiate procedures. Position at the DH would have permitted a safe landing.

Airspeed. +/- 10 KIAS

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

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

2.7.7. **Area 37--Missed Approach/Climb Out:**

2.7.7.1. **Q.** Executed the missed approach/climb out as published/directed. Completed all procedures IAW the flight manual and other directives.

Level Off Altitude. +/- 200 feet

Maneuvering Airspeed. +/- 5 KIAS

Heading/Course. +/- 5 degrees

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

Level Off Altitude. +/- 300 feet

Maneuvering Airspeed. +/- 10 KIAS

Heading/Course. +/- 10 degrees

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

2.8. Mission Phase:

2.8.1. Area 38--Mission Planning:

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

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

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

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

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

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

2.8.2. Area 39--Mission Execution:

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

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

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

2.8.2.4. **Q. (CP)** Effectively performed required duties in support of mission tasks.

2.8.2.5. **Q-. (CP)** Marginal performance of required duties.

2.8.2.6. **U. (CP)** Poor performance of required duties. Unable to accomplish required tasks.

2.8.3. Area 40--HH-60 Tactical Employment Procedures:

2.8.3.1. **Q. (P)** Planned and applied tactics consistent with AFTTP 3.1. *Mission Employment Tactics*, (Volumes 2, 24, and other mission design series (MDS) volumes if participating), special instructions (SPINS), air tasking orders (ATO), contingency operations (CONOPS), other direc-

tives, and good judgment. Developed a tactical plan and successfully completed it to the maximum extent possible. Adjusted to the tactical situation.

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

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

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

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

2.8.3.6. **U. (CP)** Did not employ the briefed tactical plan for the mission. Tactics used were ineffective in countering the threat and/or accomplishing the mission.

2.8.4. **Area 41—Terrain/Flight Navigation:**

2.8.4.1. **Q. (P)** Could satisfactorily determine position when map reading. Recognized all check/turn points. Remained within 1 NM of planned course unless deviating for obstacles/threats, and stayed within range/area boundaries. Effectively used terrain masking to degrade/avoid threats. Demonstrated the capability to quickly adjust for deviations in timing and course. If the scenario required a Time On Target (TOT), the examinee arrived at the target within +/- 30 seconds of the TOT.

2.8.4.2. **Q-. (P)** Slow to determine the position when map reading. Slow to recognize check/turn points. Remained within 2 NM of planned course unless deviating for obstacles/threats, and stayed within range/area boundaries. Satisfactorily used terrain masking to degrade/avoid threats. Slow to recognize and adjust for deviations in timing and course. If a TOT was required, the examinee arrived at the target within +/- 1 minute of the TOT.

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

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

2.8.4.5. **Q-. (CP)** Slow to determine position when map reading. Slow to recognize check/turn points. Remained within 2 NM of planned course unless deviating for obstacles/threats, and stayed within the range/area boundaries. Satisfactorily used terrain masking to degrade/avoid threats. Slow to recognize and adjust for deviations in timing and course. If a TOT was required, the examinee arrived at the target within +/- 1.5 minutes of the TOT.

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

2.8.5. Area 42--Formation:**2.8.5.1. Formation Lead (if applicable):**

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

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

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

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

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

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

2.8.5.2. Formation Wingman:

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

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

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

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

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

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

2.8.6. Area 43--Threat Identification/Countermeasure Procedures:

2.8.6.1. **Q.** Threat reactions were timely and correct. Accomplished appropriate countermeasures and performed maneuvers to counter the threat.

2.8.6.2. **Q-**. Threat reactions were slow or inconsistent. Slow to accomplish appropriate countermeasures or perform maneuvers to counter threat.

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

2.8.7. Area 44--Search Procedures:

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

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

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

2.8.8. Area 45--Terminal Area Operations:

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

2.8.8.2. **Q-**. Same as Q except for minor deviations which did not affect safety/mission accomplishment.

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

2.8.9. Area 46--Rescue Hoist/AIE Operations:

2.8.9.1. **Q. (P)** Performance was IAW the procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive during the reconnaissance, approach, hovering, landing, and takeoff. Thoroughly aware of the power requirements/limitations. Proper consideration and use of the terrain features and wind conditions. Displayed the proper consideration of the alternate insertion or extraction (AIE) device length versus the altitude of deployment.

Minor drift tendencies were promptly corrected. Good situational awareness. If acting as the non-flying pilot, closely monitored and called out aircraft systems/instruments and aircraft flight path/position. Assisted the pilot flying as briefed/required.

Maintain Hover Altitude. +/- 5 feet

Maintain Heading. +/- 10 degrees

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

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

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

Maintain Hover Altitude. +/- 10 feet

Maintain Heading. +/- 15 degrees

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

Maintain Hover Altitude. +/- 15 feet

Maintain Heading. +/- 20 degrees

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

2.8.10. **Area 47--Air Refueling:**

2.8.10.1. **Q. (P)** Performance IAW the procedures outlined in the flight manual and other published directives. Aircraft control was smooth and positive during the rendezvous/join-up/contact/disconnect/crossover. Contacts were accomplished in a timely fashion, with controlled misses (if applicable). When not flying, closely monitored fuel management, aircraft systems/instruments and lighting. Assisted the pilot flying as briefed/required.

Join-up Airspeed. +/- 10 KIAS

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

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

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

Join-up Airspeed. +/- 15 KIAS

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

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

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

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

Join-up Airspeed. +/- 10 KIAS

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

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

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

Join-up Airspeed. +/- 15 KIAS

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

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

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

2.8.11. **Area 48--Day Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

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

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

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

Hover Altitude. +/- 5 feet from desired

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

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

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

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

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

Hover Altitude. +/- 10 feet from desired.

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

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

2.8.12. **Area 49 -- NVG Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

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

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

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

Hover Altitude. +/- 5 feet from desired.

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

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

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

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

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

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

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

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

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

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

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

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

2.9. Instructor Phase. The following areas are applicable to initial instructor upgrade and periodic instructor evaluations.

2.9.1. Area 51--Instructor Briefings/Debriefings/Critique:

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

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

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

2.9.2. **Area 52--Demonstration of Performance:**

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

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

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

2.9.3. **Area 53--Instructor Knowledge:**

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

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

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

2.9.4. **Area 54--Instructional Ability:**

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

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

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

2.9.5. **Area 55-- Training Documentation Procedures:**

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

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

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

Chapter 3

FLIGHT ENGINEER (FE) EVALUATIONS

3.1. Crew Positions. Evaluation standards will be administered in accordance with the individual's crew position as listed below:

3.1.1. Mission Flight Engineer (MF). MFs will be evaluated in all required areas unless indicated otherwise.

3.1.2. Instructor Flight Engineer (IF):

3.1.2.1. IFs must meet criteria in **para. 1.11.**

3.1.2.2. IFs will be evaluated to Instructor sub-area criteria and **3.1.1.**

3.1.2.3. Evaluator Flight Engineers (EF) will be evaluated in accordance with **para. 3.1.1.** and **3.1.2.**

3.2. Evaluation Event Requirements. Refer to **Table 3.1.** for required events.

3.2.1. **Initial/Periodic Qualification Evaluations.** Qualification profiles require demonstrated proficiency in contact maneuvers and in-flight emergency procedures required by **Figure 3.1.**

3.2.2. **Initial/Periodic Mission Evaluations.** Mission evaluations may be conducted concurrently with qualification evaluations as long as the required items in **Table 3.1.** are completed. If the evaluations are conducted independently, all applicable ground requisites must be accomplished for each evaluation and annotated in the ground phase section of the AF Form 8.

3.2.2.1. For initial mission evaluations, aerial refueling and formation flight will be evaluated.

3.2.3. **Instructor Initial and Periodic Evaluations.**

3.2.3.1. Initial instructor candidates may accomplish a combined Qual/Mission evaluation on one sortie as long as **Table 3.1.** requirements have been met.

3.2.3.2. Events certified after the initial instructor evaluation do not require additional instructor evaluation.

3.2.4. **Alternate Insertion and Extraction (AIE) and Gunnery.** Any current and qualified flight engineer or aerial gunner evaluator may evaluate FEs on like items such as AIEs (e.g. fast rope, rope ladder, rappel) and gunnery. Hoists will be evaluated by an evaluator flight engineer.

3.2.4.1. Once trained and evaluated on one gun system (M-240, GAU-18 or GAU-2) during the initial evaluation, subsequent certification on the other system does not require an evaluation.

3.2.4.2. Any instructor FE or Aerial Gunner (AG) qualified in the appropriate gun system may certify the individual's capability to operate the new gun system. Certification will be documented in the AF Form 1381.

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

3.2.4.4. Initial Mission Evaluation Hoist/AIE Requirements. Initial evaluations require the performance of each type of Alternate Insertion Extraction (AIE) using actual equipment (e.g. hoist, FRIES/fast rope, rope ladder, rappel).

3.2.4.5. Periodic Mission Hoist/AIE Requirements. Flight Engineers will accomplish a hoist insertion and extraction and at least one AIE (FRIES/fast rope, rappel, low and slow, air land) using actual equipment.

3.2.4.5.1. Live AIEs are encouraged, but are not required for periodic, requalification or initial instructor evaluations.

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

3.3. Flight Engineer Evaluated Event Requirement Table. Reference [Table 3.1](#).

Table 3.1. Flight Engineer Evaluation Event Requirements

FLIGHT ENGINEER	Qual	Mission	Initial Instructor
GENERAL			
1. Knowledge of Directives and Forms	R	R	R
2. Publications check	R	R	R
3. Mission Planning/Weight and Balance/TOLD	R	R	R
4. Energy Management	R	R	R
5. Briefings	R	R	R
6. Systems Knowledge	R	R	R
7. Use of Checklists	R	R	R
8. Ground Handling/Support Equipment	(1)		
9. Internal Cargo Loading/Off-Loading	R	R	
10. Preflight/Aircraft Run-Up	R	R	R
12. Crew Coordination	R	R	R
13. Crew Resource Management	R	R	R
14. Crew Discipline (CRITICAL)	R	R	R
15. Situational Awareness (CRITICAL)	R	R	R
16. Safety, Judgment, Airmanship (CRITICAL)	R	R	R
17. Boldface Emergencies (CRITICAL)	R	R	R
18. Deleted			
19. After Landing /Engine Shutdown/Postflight	R	R	R
20. Aircraft Servicing	(1)		
21. Debriefing	R	R	R

FLIGHT ENGINEER	Qual	Mission	Initial Instructor
QUALIFICATION			
22. Hovering maneuvers	R		R
23. Takeoff	R		R
24. Autorotations	R		
25. Simulated Single Engine Approach/Landing	R		
26. AFSC/Boost/Hydraulics Off	R		
27. Stabilator Malfunctions	R		
28. ECU/DEC Malfunctions	R		
29. Traffic Patterns	R		R
30. Approaches and Landings	R		R
MISSION			
38. Mission Planning		R	
39. Mission Execution		R	
40. Tactical Employment Procedures		R	
41. Terrain/Flight Navigation		R	
42. Formation		(2)	
43. Threat ID/Countermeasure Procedures		R	R
44. Search Procedures			
	Qual	Mission	Initial Instructor
45. Terminal Area Operations		R	R
46. AIE Operations		R	R
47. Air Refueling		(3)	
48. Day Water operations			
49. NVG Water Operations			
50. Gunnery		R	
INSTRUCTOR			
51. Briefings/Debriefings/Critiques	R	R	R
52. Demo-Performance	R	R	R
53. Instructor Knowledge	R	R	R
54. Instructional Ability	R	R	R
55. Training Documentation Procedures			R

FLIGHT ENGINEER	Qual	Mission	Initial Instructor
Note 1. Required on Initial/Requal Evaluations AFRC will incorporate as mandatory requirement for qual evals.			
Note 2. Required for Initial/Requal Evaluations. N/A for ARC units if requal is within six months of qual lapse. Refer to: 1.10.2.3 .			
Note 3. Required for Initial/Requal Evaluations. N/A for ARC units if requal is within six months of qual lapse.			

3.4. FE Flight Evaluation Criteria

3.4.1. General. This section contains evaluation criteria for conducting flight engineer HH-60 flight evaluations. These evaluations will be conducted with the examinee in their assigned crew position. This criterion serves as a grading guide for evaluators. If a crew position is listed, then that criterion is applicable only to that crew position. The absence of a crew position indicates that criteria are applicable to all crew positions.

3.4.2. Evaluation Objectives:

3.4.2.1. Initial/Periodic Qualification/Requalification Evaluation. The examinee must satisfactorily demonstrate the ability to operate the aircraft and systems safely and effectively IAW the appropriate flight manual and other operating procedures.

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

3.5. General Phase

3.5.1. Area 1--Knowledge of Directives/Forms:

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

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

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

3.5.2. Area 2-- Publications Check. Conduct a thorough review of publications required by paragraph [Chapter 1](#).

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

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

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

3.5.3. Area 3--Mission Planning/Weight and Balance/Takeoff and Landing Data (TOLD)(Take-off, In-flight, Landing):

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

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

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

3.5.4. Area 4--Energy Management (EM):

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

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

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

3.5.5. Area 5--Briefings:

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

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

3.5.5.3. **U. Briefer.** Disorganized sequence. Presentation omitted major details that caused confusion. Did not allow sufficient time for preflight of personal equipment, aircraft, and mission equip-

ment. Ignored crew and flight members' abilities, limitations, and/or questions. Passengers were not briefed.

3.5.5.4. **Q. Receiver.** Actively participated and provided input when required. Fully understood the briefing and followed instructions.

3.5.5.5. **Q-. Receiver.** Did not fully understand duties and lack of action/input created minor problems that did not affect safe mission accomplishment.

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

3.5.6. **Area 6--Systems Knowledge:**

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

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

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

3.5.7. **Area 7--Use of Checklists:**

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

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

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

3.5.8. **Area 8--Ground Handling/Support Equipment:**

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

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

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

3.5.9. **Area 9--Internal Cargo Loading/Off Loading:**

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

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

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

3.5.10. Area 10--Preflight/Aircraft Run-Up:

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

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

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

3.5.11. Area 12--Crew Coordination:

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

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

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

3.5.12. Area 13--Crew Resource Management:

3.5.12.1. **Q.** Managed resources and duties effectively to minimize task saturation, channelized attention, and distractions among crew members. Met requirements IAW AFI 11-290, and AF Form 4031.

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

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

3.5.13. Area 14--Crew Discipline (Critical):

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

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

3.5.14. Area 15--Situational Awareness (Critical):

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

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

3.5.15. Area 16--Safety/Judgment/Airmanship (Critical):

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

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

3.5.16. Area 17--Bold Face Emergencies (Critical): (May be evaluated in flight or in a static aircraft.)

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

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

3.5.17. Area 18--Non-Critical Emergencies: Deleted

3.5.18. Area 19--After Landing/Engine Shutdown/Post-Flight:

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

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

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

3.5.19. Area 20--Aircraft Servicing:

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

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

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

3.5.20. Area 21--Debriefing:

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

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

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

3.6. Qualification Phase:

3.6.1. Area 22--Hovering Maneuvers (Precision Hover, 360 degree Turns, Sideward and Backward Flight):

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

3.6.1.2. **Q-.** Same as Q except for minor deviations.

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

3.6.2. Area 23--Takeoff (Normal, Marginal Power, Maximum Performance Takeoff):

3.6.2.1. **Q.** Accomplished all required checklists. Monitored aircraft systems/instruments and fuel status as required. Cleared the aircraft as required/briefed. Understands take off abort criteria and briefed correct power and/or airspeed.

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

3.6.2.3. **U.** Major deviations which affected safe/effective mission accomplishment. Failed to monitor aircraft systems/instruments and fuel status. Failed to complete checklists. Did not clear the aircraft. Failed to identify abort point or when aircraft was out or parameters. Failed to brief correct power and/or airspeed.

3.6.3. Area 24--Autorotations (Straight Ahead/Turning/Low Altitude):

3.6.3.1. **Q.** Monitored aircraft systems/instruments as briefed. Gave clear/concise indications of rotor, engine, aircraft parameters, and limits. Effectively incorporated scan during the approach. Understands duties for both training and actual autorotations.

3.6.3.2. **Q-.** Same as Q except for deviations which would not have compromised safety. Does understand duties with minor deficiencies.

3.6.3.3. **U.** Failed to monitor aircraft systems/instruments as briefed. Did not give indications of rotor, engine, aircraft parameters, and limits. Did not attempt to incorporate approach scan. Does not understand duties required during training and real-world autorotations.

3.6.4. Area 25--Simulated Single Engine Approach/Landing:

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

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

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

3.6.5. Area 26--AFCS/Boost/Hydraulics Off:

3.6.5.1. **Q.** Completed the checklists correctly and assisted the pilot as briefed/required. Correctly briefed the crew on restrictions/limitations.

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

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

3.6.6. Area 27--Stabilator Malfunctions:

3.6.6.1. **Q.** Completed the checklists correctly and assisted the pilot as briefed/required. Correctly briefed the crew on restrictions/limitations.

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

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

3.6.7. Area 28--Electronic Control Unit (ECU)/Digital Electronic Control (DEC) Malfunction:

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

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

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

3.6.8. Area 29--Traffic Patterns (Prior to Base Turn):

3.6.8.1. **Q.** Completed the required checklists and monitored aircraft systems/instruments. Cleared the aircraft as required/briefed.

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

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

3.6.9. Area 30--Approaches/Landings (Normal/Shallow/Steep): (Base and Final Approach)

3.6.9.1. **Q.** Monitored aircraft systems/instruments and cleared the aircraft as required/briefed.

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

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

3.7. Mission Phase:

3.7.1. Area 38--Mission Planning:

3.7.1.1. **Q.** Adequately assisted the pilot in planning the mission. Actively involved in the mission planning process. Familiar with and able to locate information contained in the appropriate tactical guidance. Assisted the pilot in updating the intelligence situation prior to the briefing.

3.7.1.2. **Q-.** Provided marginal assistance in the mission planning process. Limited knowledge of the location of approved tactical guidance.

3.7.1.3. **U.** Did not assist the pilot in mission planning. Not actively involved in the planning process. Unfamiliar with the information contained in approved tactical guidance publications. Failed to update the intelligence situation prior to the briefing.

3.7.2. Area 39--Mission Execution:

3.7.2.1. **Q.** Effectively performed required duties in support of mission tasks.

3.7.2.2. **Q-.** Marginal performance of required duties.

3.7.2.3. **U.** Poor performance of required duties. Unable to accomplish required tasks.

3.7.3. Area 40--HH-60 Tactical Employment Procedures:

3.7.3.1. **Q.** Knowledge of tactics was good. Participated with planning and applied tactics consistent with AFTTP 3.1, *Mission Employment Tactics*, (Volumes 2, 24, and other MDS volumes if participating), SPINS, ATO, CONOPS, other directives, and good judgment. Worked well with the tactical plan and successfully completed it to the maximum extent possible. Adjusted to the tactical situation.

3.7.3.2. **Q-.** Knowledge of tactics was adequate, but failed to notice/verbalize the mission plan contained minor deviations from good tactical considerations. Slow to make adjustments to the tactical situation.

3.7.3.3. **U.** Knowledge of tactics was poor. Did not participate in the tactical plan for the mission. Failed to notice adjustments were needed. Tactics used were ineffective in countering the threat and/or accomplishing the mission.

3.7.4. Area 41--Terrain Flight/Navigation:

3.7.4.1. **Q.** Assisted the pilot with navigation by identifying navigational cues and clearing the aircraft as briefed/required.

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

3.7.4.3. **U.** Major deviations which affected safe/effective mission accomplishment. Did not assist with navigation or clearing the aircraft.

3.7.5. Area 42--Formation:

3.7.5.1. **Q.** Provided timely inputs on the wingman's position in the formation. Cleared the aircraft throughout maneuvers. Recognizes closure. Understands TFM and formation weapons employment.

3.7.5.2. **Q-.** Minor lapses in informing the crew on the wingman's position. Cleared the aircraft throughout maneuvers. Closure recognized, but slow to verbalize. Displays some TFM and formation weapons employment knowledge.

3.7.5.3. **U.** Consistently failed to update the crew on the wingman's position. Failed to clear the aircraft throughout maneuvers. Failed to recognize or verbalize closure. Displays no TFM and formation weapons employment knowledge.

3.7.6. Area 43--Threat Identification/Countermeasure Procedures:

3.7.6.1. **Q.** Threat reactions were timely and correct. Performed proper clearing/scanning procedures IAW AFTTP 3.1.24. Proper use of suppressive fire, if appropriate.

3.7.6.2. **Q-.** Threat reactions were slow or inconsistent. Slow to accomplish proper clearing/scanning procedures IAW AFTTP 3.1.24. Slow to use suppressive fire, if appropriate.

3.7.6.3. **U.** Failed to verbalize/take the appropriate evasive action or activate the appropriate countermeasures. Failed to clear/scan. Allowed the aircraft limitations to be exceeded during evasive maneuvering. Improper threat call and/or clearing/scanning procedures. Failed to stop the aircraft from flying back through the threat area after completion of the evasive maneuver. Did not use suppressive fire, if appropriate.

3.7.7. Area 44--Search Procedures:

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

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

3.7.7.3. **U.** Knowledge level of search patterns, procedures, or scanning techniques poor. Pattern selection unsuitable for scenario.

3.7.8. Area 45--Terminal Area Operations:

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

Gross Weight. +/- 200 pounds.

Power Available/Required. +/- 2 percent.

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

3.7.8.2. **Q-.** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

Gross Weight. +/- 300 pounds.

Power Available/Required. +/- 4 percent.

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

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

3.7.9. Area 46--AIE Operations:

3.7.9.1. **Q.** Performed IAW the procedures outlined in the flight manual, operational manual and other published directives. Aware of/computed power requirements/limitations. Good knowledge of all cable/hoist limitations (i.e. shock loading, birdcaging, kinks). Provided clear and concise direction during the approach, pickup and departure. Advised the pilot flying promptly of minor drift tendencies. Continued to adequately scan during the AIE procedures. Equipment mal-functions were dealt with effectively while maintaining situational awareness and crew coordination.

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

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

3.7.10. Area 47--Air Refueling:

3.7.10.1. **Q.** Read correct checklists for each phase of flight. Used effective, clear and concise voice procedures during the rendezvous/join-up/contact/disconnect/crossover. Maintained effective scan and recognized all light signals. Closely monitored fuel management, aircraft systems/instruments and lighting. Assisted the pilot flying as briefed/required.

3.7.10.2. **Q-.** Minor deviations while reading checklists for each phase of flight. Minor deviations with voice procedures and had momentary lapses with scan. Did not recognize/know all light signals and failed to closely monitor systems/instruments and lighting. Assistance lacking.

3.7.10.3. **U.** Failed to read correct checklists for each phase of flight. Voice procedures inadequate. Ineffective scan and failed to recognize/know any light signals. Failed to monitor fuel management, aircraft systems/instruments and lighting. Did not assist the crew as briefed/required.

3.7.11. **Area 48 – Day Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

3.7.11.1. **Q.** Performed IAW the procedures outlined in the flight manual and other published directives. Aware of computed power requirements/limitations. Successfully deployed the appro-

priate equipment/people and provided clear and concise direction during pattern, approach, pickup, and departure. Effectively managed equipment malfunctions and maintained situational awareness/crew coordination. Knowledgeable of the types of pyrotechnics and their characteristics.

3.7.11.2. **Q-**. Same as Q except for minor deviations which did not affect safety/mission accomplishment.

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

3.7.12. **Area 49 – Night Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

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

3.7.12.2. **Q-**. Same as Q except for minor deviations which did not affect safety/mission accomplishment.

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

3.7.13. **Area 48--Gunnery:**

3.7.13.1. **Q**. Demonstrated the ability to preflight, arm, acquire/effectively engage the target, and dearm the weapon. Able to identify and clear weapons malfunctions in a timely manner IAW the appropriate operating manuals. Kept crew advised of other aircraft/team/survivor/target during employment. Safety was never compromised.

3.7.13.2. **Q-**. Minor deviations in preflight procedures. Minor procedure errors and/or was slow to arm/de-arm the weapon. Target acquisition was slow or limited in its effectiveness. Slow to identify and/or clear (if possible) weapons malfunctions IAW the appropriate operating manuals. Safety was never compromised. Slow to advise crew of other aircraft/team/survivor/target during employment.

3.7.13.3. **U**. Unable to preflight, arm, acquire, engage the target, or dearm the weapon. Major errors in procedures. Target acquisition was ineffective. Unable to identify and/or clear weapons malfunctions. Failed to advise crew of other aircraft/team/survivor/target during employment. Compromised safety.

3.8. Instructor Phase. The following areas are applicable to initial instructor upgrade and periodic instructor evaluations.

3.8.1. **Area 49--Instructor Briefings/Debriefings/Critique:**

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

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

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

3.8.2. **Area 50--Demonstration of Performance:**

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

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

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

3.8.3. **Area 51--Instructor Knowledge:**

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

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

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

3.8.4. **Area 52--Instructional Ability:**

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

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

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

3.8.5. **Area 53--Training Documentation Procedures:**

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

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

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

Chapter 4

AERIAL GUNNER (AG) EVALUATIONS

4.1. Crew Positions. Evaluation standards will be administered in accordance with the individual's crew position as listed below:

4.1.1. Mission Aerial Gunners (MGs) will be evaluated in all required areas unless indicated otherwise.

4.1.2. Instructor Aerial Gunner (IG):

4.1.2.1. IGs must meet criteria in **para. 1.11.**

4.1.2.2. IGs will be evaluated to Instructor sub-area criteria and **para 4.1.1.**

4.1.2.3. Evaluator Aerial Gunners (EG) will be evaluated in accordance with **para. 4.1.1.** and **para. 4.1.2.**

4.2. Evaluation Event Requirements. Refer to **Figure 4.1** for required events.

4.2.1. **Initial/Periodic Qual/Mission Evaluations.** Aerial Gunners receive one qual/mission evaluation including items from the general, qualification and mission phases. All applicable ground requirements must be accomplished for the evaluation and annotated in the ground phase section of the AF Form 8. They must meet the requirements from each phase in **Table 4.1.**

4.2.1.1. For initial mission evaluations, aerial refueling and formation flight will be evaluated

4.2.2. **Instructor Initial and Periodic Evaluations.**

4.2.2.1. Instructor candidates will accomplish a combined Qual/Mission evaluation.

4.2.2.2. Events certified after the initial instructor evaluation do not require additional instructor evaluation.

4.2.3. **Alternate Insertion and Extraction (AIE) and Gunnery.** Any current and qualified flight engineer or aerial gunner evaluator may evaluate AGs on like items such as AIEs and gunnery. One-time familiarization training on Hoists may be accomplished, but will not be evaluated.

4.2.3.1. Once trained and evaluated on one gun system (M-240, GAU-18 or GAU-2) during the initial evaluation, subsequent certification on the other system does not require an evaluation.

4.2.3.2. Any instructor flight engineer or aerial gunner qualified in the appropriate gun system may certify the individual's capability to operate the new gun system. Certification will be documented in the AF Form 1381.

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

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

4.2.3.5. Initial Mission Evaluation AIE Requirements. Initial evaluations require the performance of each type of Alternate Insertion Extraction (AIE) using actual equipment (e.g. fast rope, rope ladder, rappel).

4.2.3.6. Periodic Mission AIE Requirements. Aerial gunners must accomplish at least one insertion (FRIES/fast rope, rappel, low and slow, or air land) and one extraction (Rope ladder, FRIES, or air land) using actual equipment to complete the mission evaluation.

4.2.3.6.1. Live AIEs are encouraged, but are not required for periodic, requalification or initial instructor evaluations.

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

4.2.4.1. Instructor candidates will accomplish a QUAL/MSN evaluation. Events certified after the initial instructor evaluation do not require additional instructor evaluation.

4.3. Aerial Gunner Evaluated Event Requirement Table. Reference [Table 4.1](#).

Table 4.1. Aerial Gunner Evaluated Event Requirement Table

AERIAL GUNNER	Qual/Mission	Initial Instructor
GENERAL		
1. Knowledge of Directives and Forms	R	R
2. Publications check	R	R
3. Mission Planning	R	R
4. Energy Management	R	R
5. Briefings	R	R
6. Systems Knowledge	R	R
7. Use of Checklists	R	R
8. Ground Handling/Support Equipment	(1)	
9. Internal Cargo Loading/Off-Loading	R	
10. Preflight/Aircraft Run-Up	R	
12. Crew Coordination	R	R
13. Crew Resource Management	R	R
14. Crew Discipline (CRITICAL)	R	R
15. Situational Awareness (CRITICAL)	R	R
16. Safety, Judgment, Airmanship (CRITICAL)	R	R
18. Deleted		

AERIAL GUNNER	Qual/Mission	Initial Instructor
19. After Landing /Engine Shutdown/Postflight	R	R
20. Aircraft Servicing	(1)	
21. Debriefing	R	R
QUAL/MISSION		
38. Mission Planning	R	
39. Mission Execution	R	
40. Tactical Employment Procedures	R	
41. Terrain/Flight Navigation	R	
42. Formation	(2)	R
43. Threat ID/Countermeasure Procedures	R	R
44. Search Procedures		
45. Terminal Area Operations	R	R
46. AIE Operations	R	R
47. Air Refueling	(3)	
48. Day Water Operations		
49. NVG Water Operations		
50. Gunnery	R	R
INSTRUCTOR		
51. Briefings/Debriefings/Critiques	R	R
52. Demo-Performance	R	R
53. Instructor Knowledge	R	R
54. Instructional Ability	R	R
55. Training Documentation Procedures		R
Note 1. Required on Initial/Requal Evaluations		
Note 2. Required for Initial/Requal Evaluations. N/A for ARC units if requal is within six months of qual lapse. Refer to: 1.10.2.3 .		
Note 3. Required for Initial/Requal Evaluations. N/A for ARC units if requal is within six months of qual lapse.		

4.4. Flight Evaluation Criteria

4.4.1. General. This section contains evaluation criteria for conducting aerial gunner HH-60 flight evaluations. These evaluations will be conducted with the examinee in their assigned crew position. This criterion serves as a grading guide for evaluators. If a crew position is listed, then that criterion is applicable only to that crew position. The absence of a crew position indicates that that criterion is applicable to all crew positions.

4.4.2. Evaluation Objectives:

4.4.2.1. Initial/Periodic/ RQ Qualification/Mission Evaluation. The examinee must satisfactorily demonstrate the ability to operate the aircraft and systems safely and effectively IAW the appropriate flight manual and other operating procedures. Tactical portions of mission evaluations require a reasonable level of simulated threats and intelligence inputs.

4.5. General Phase

4.5.1. **Area 1--Knowledge of Directives/Forms:**

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

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

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

4.5.2. **Area 2-- Publications Check.** Conduct a thorough review of publications required by paragraph **Chapter 1**.

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

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

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

4.5.3. **Area 3--Mission Planning/Weight and Balance/Takeoff and Landing Data (TOLD)(Take-off, In-flight, Landing):**

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

4.5.3.2. **Q-.** Same as above except for minor errors or omissions that could degrade mission effectiveness.

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

4.5.4. **Area 4--Energy Management:**

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

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

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

4.5.5. **Area 5--Briefings:**

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

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

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

4.5.5.4. **Q. Receiver.** Actively participated and provided input when required. Fully understood the briefing and followed instructions.

4.5.5.5. **Q-. Receiver.** Did not fully understand duties and lack of action/input created minor problems that did not affect safe mission accomplishment.

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

4.5.6. **Area 6--Systems Knowledge:**

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

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

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

4.5.7. **Area 7--Use of Checklists:**

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

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

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

4.5.8. Area 8--Ground Handling/Support Equipment:

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

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

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

4.5.9. Area 9--Internal Cargo Loading/Off Loading:

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

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

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

4.5.10. Area 10--Preflight/Aircraft Run-Up:

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

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

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

4.5.11. Area 12--Crew Coordination:

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

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

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

4.5.12. Area 13--Crew Resource Management:

4.5.12.1. **Q.** Managed resources and duties effectively to minimize task saturation, channelized attention, and distractions among crew members. Met requirements IAW AFI 11-290, and AF Form 4031.

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

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

4.5.13. Area 14--Crew Discipline (Critical):

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

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

4.5.14. Area 15--Situational Awareness (Critical):

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

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

4.5.15. Area 16--Safety/Judgment/Airmanship (Critical):

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

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

4.5.16. Area 18--Non-Critical Emergencies: Deleted

4.5.17. Area 19--After Landing/Engine Shutdown/Post-Flight:

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

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

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

4.5.18. Area 20--Aircraft Servicing:

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

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

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

4.5.19. Area 21--Debriefing:

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

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

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

4.6. Qual/Mission Phase:

4.6.1. Area 38--Mission Planning:

4.6.1.1. **Q.** Adequately assisted the pilot in planning the mission. Actively involved in the mission planning process. Familiar with and able to locate information contained in the appropriate tactical guidance. Assisted the pilot in updating the intelligence situation prior to the briefing.

4.6.1.2. **Q-.** Provided marginal assistance in the mission planning process. Limited knowledge of the location of approved tactical guidance.

4.6.1.3. **U.** Did not assist the pilot in mission planning. Not actively involved in the planning process. Unfamiliar with the information contained in approved tactical guidance publications. Failed to update the intelligence situation prior to the briefing.

4.6.2. Area 39--Mission Execution:

4.6.2.1. **Q.** Effectively performed required duties in support of mission tasks.

4.6.2.2. **Q-.** Marginal performance of required duties.

4.6.2.3. **U.** Poor performance of required duties. Unable to accomplish required tasks.

4.6.3. Area 40--HH-60 Tactical Employment Procedures:

4.6.3.1. **Q.** Knowledge of tactics was good. Participated with planning and applied tactics consistent with AFTTP 3.1, *Mission Employment Tactics*, (Volumes 2, 24, and other MDS volumes if participating), SPINS, ATO, CONOPS, other directives, and good judgment. Worked well with the tactical plan and successfully completed it to the maximum extent possible. Adjusted to the tactical situation.

4.6.3.2. **Q-.** Knowledge of tactics was adequate, but failed to notice/verbalize the mission plan contained minor deviations from good tactical considerations. Slow to make adjustments to the tactical situation.

4.6.3.3. **U.** Knowledge of tactics was poor. Did not participate with the tactical plan for the mission. Failed to notice adjustments were needed. Tactics used were ineffective in countering the threat and/or accomplishing the mission.

4.6.4. Area 41--Terrain Flight/Navigation:

4.6.4.1. **Q.** Assisted the pilot with navigation by identifying navigational cues and clearing the aircraft as briefed/required.

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

4.6.4.3. **U.** Major deviations which affected safe/effective mission accomplishment. Did not assist with navigation or clearing the aircraft.

4.6.5. Area 42--Formation:

4.6.5.1. **Q.** Provided timely inputs on the wingman's position in the formation. Cleared the aircraft throughout maneuvers. Recognizes closure. Understands TFM and formation weapons employment.

4.6.5.2. **Q-.** Minor lapses in informing the crew on the wingman's position. Cleared the aircraft throughout maneuvers. Closure recognized, but slow to verbalize. Displays some TFM and formation weapons employment knowledge.

4.6.5.3. **U.** Consistently failed to update the crew on the wingman's position. Failed to clear the aircraft throughout maneuvers. Failed to recognize or verbalize closure. Displays no TFM and formation weapons employment knowledge.

4.6.6. Area 43--Threat Identification/Countermeasure Procedures:

4.6.6.1. **Q.** Threat reactions were timely and correct. Performed proper clearing/scanning procedures IAW AFTTP 3.1.24. Proper use of suppressive fire, if appropriate.

4.6.6.2. **Q-.** Threat reactions were slow or inconsistent. Slow to accomplish proper clearing/scanning procedures IAW AFTTP 3-1V243.3.1. Slow to use suppressive fire, if appropriate.

4.6.6.3. **U.** Failed to verbalize/take the appropriate evasive action or activate the appropriate countermeasures. Failed to clear/scan. Allowed the aircraft limitations to be exceeded during evasive maneuvering. Improper threat call and/or clearing/scanning procedures. Failed to stop the aircraft from flying back through the threat area after completion of the evasive maneuver. Did not use suppressive fire, if appropriate.

4.6.7. Area 44--Search Procedures:

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

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

4.6.7.3. **U.** Knowledge level of search patterns, procedures, or scanning techniques poor. Pattern selection unsuitable for scenario.

4.6.8. Area 45--Terminal Area Operations:

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

4.6.8.2. **Q-.** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

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

4.6.9. **Area 46-- AIE Operations:**

4.6.9.1. **Q.** Performed AIE operation IAW the procedures outlined in the flight manual, operational manual, and other published directives. Provided clear and concise direction during the approach, pickup, and departure. Continued to scan during the AIE procedures.

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

4.6.9.3. **U.** Major deviations to the procedures outlined in the flight manual and other published directives which did, or could have, affected safe/effective mission accomplishment. Unaware of the proper AIE methods or the emergency procedures associated with the method used. Failed to scan the area around the aircraft. Equipment preparation was not accomplished in a timely manner or IAW published directives. Did not correct equipment malfunctions and failed to maintain situational awareness/crew coordination.

4.6.10. **Area 47--Air Refueling:**

4.6.10.1. **Q.** Familiar with checklists for each phase of flight. Used effective, clear and concise voice procedures during the disconnect/crossover. Maintained effective scan and recognized all light signals. Closely monitored fuel management, aircraft lighting. Assisted the crew as briefed/required.

4.6.10.2. **Q-.** Minor deviations with voice procedures and had momentary lapses with scan. Did not recognize/know all light signals and failed to closely monitor lighting. Assistance lacking.

4.6.10.3. **U.** Voice procedures inadequate. Ineffective scan and failed to recognize/know any light signals. Failed to monitor lighting. Did not assist the crew as briefed/required.

4.6.11. **Area 48 – Day Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

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

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

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

4.6.12. **Area 49 – Night Water Operations: NOTE:** The SEFE should exercise discretion on radar altimeter indications when aircraft is hovering over high seas.

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

4.6.12.2. **Q-.** Same as Q except for minor deviations which did not affect safety/mission accomplishment.

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

4.6.13. **Area 50--Gunnery:**

4.6.13.1. **Q.** Demonstrated the ability to preflight, arm, acquire/effectively engage the target, and dearm the weapon. Able to identify and clear weapons malfunctions in a timely manner IAW the appropriate operating manuals. Kept crew advised of other aircraft/team/survivor/target during employment. Safety was never compromised.

4.6.13.2. **Q-.** Minor deviations in preflight procedures. Minor procedure errors and/or was slow to arm/de-arm the weapon. Target acquisition was slow or limited in its effectiveness. Slow to identify and/or clear (if possible) weapons malfunctions IAW the appropriate operating manuals. Safety was never compromised. Slow to advise crew of other aircraft/team/survivor/target during employment.

4.6.13.3. **U.** Unable to preflight, arm, acquire, engage the target, or dearm the weapon. Major errors in procedures. Target acquisition was ineffective. Unable to identify and/or clear weapons malfunctions. Failed to advise crew of other aircraft/team/survivor/target during employment. Compromised safety.

4.7. Instructor Phase. The following areas are applicable to initial instructor upgrade and periodic instructor evaluations.

4.7.1. **Area 51--Instructor Briefings/Debriefings/Critique:**

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

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

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

4.7.2. Area 50--Demonstration of Performance:

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

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

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

4.7.3. Area 52--Instructor Knowledge:

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

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

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

4.7.4. Area 53--Instructional Ability:

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

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

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

4.7.5. Area 54—Training Documentation Procedures:

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

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

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

Chapter 5

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

5.2. Form Adopted. AF Form 8, *Certificate of Aircrew Qualification*, AF Form 4031 *CRM Skills Criteria Training/Evaluation*, AF Form 847 *Recommendation for Change of Publication*, *AF Form 1381 USAF Certification of Air Crew Training*, AF Form 4348, *USAF Aircrew Certifications*.

CARROL H. CHANDLER, Lt Gen, USAF
DCS, Operations, Plans & Requirements

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

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 8 Dec 2006

AFI 11-215, *Flight Manuals Program (FMP)*, 6 Apr 05

AFI 11-2HH-60V1, *HH-60—Aircrew Training*, Pending

AFI 11-2HH-60V3, *HH-60 Operations Procedures*, Pending

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 Apr 01

AFI 33-360V1, *Publications Management Program*, 18 May 06

AFMAN 11-217V1, *Instrument Flight Procedures*, 3 Jan 05

AFMAN 37-123, *Management of Records*, 1 Oct 1998

AFPD 11-2, *Aircraft Rules and Procedures*, 4 May 05

AFPD 11-4, *Aviation Service*, 17 Jan 04

AFTTP 3-1.24, *Tactical Employment HH-60G*, 1 Mar 2007

T.O. 1H-60(H)G-1CL-1, *Pilot Flight Crew Checklist*, 31 Mar 2006

T.O. 1H-60(H)G-1CL-2, *Gunner/Hoist Operators Flight Crew Checklist*, 31 Mar 2006

T.O. 1-1C-1-20CL-2, *Pilot/Flight Engineers Flight Crew Checklist—Air Refueling Procedures with HC-130P and HC-130N*, 15 May 1996

Abbreviations and Acronyms

AC—Aircraft Commander

ACC—Air Combat Command

AF—Air Force

AFI—Air Force instruction

AFCS—Automatic Flight Control System

AFMAN—Air Force manual

ACC—Air Combat Command

AG—Aerial Gunner

AGL—Above Ground Level

AIE—Alternate Insertion or Extraction

ANG—Air National Guard

ARMS—Aviation Resource Management Systems

ATD—Aircrew Training Device
ATO—Air Tasking Order
AWL—Above Water Level
BMC— Basic Mission Capable
CONOPS—Contingency Operations
CMR—Combat Mission Ready
CP—Copilot
DEC—Digital Electronic Control
DH—Decision Height
DME—Distance Measuring Equipment
DO—Director of Operations
DOC—Designed Operational Capability
DoD—Department of Defense
DRU—Direct Reporting Unit
ECU—Electronic Control Unit
EF—Evaluator Flight Engineer
EG—Evaluator Gunner
EM—Energy Maneuverability
EP—Emergency Procedure
EPE—Emergency Procedures Evaluation
FCF—Functional Check Flight
FCIF—Flight Crew Information File
FE—Flight Engineer
FL—Flight Lead
FMP—Flight Manuals Program
FOA—Forward Operating Agency
FRIES—fast rope insertion and extraction system
FP—First Pilot
FTU—Formal Training Unit
HQ—Headquarters
HHQ—Higher Headquarters
HIT—Health Indicator Check

IAW—In Accordance With
IF—Instructor Flight Engineer
IG—Instructor Gunner
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INSTM—Instrument
INSTR—Instructor
IP—Instructor Pilot or Initial Point
ITO—Instrument Take Off
KIAS—Knots Indicated Airspeed
LZ—Landing Zone
MAP—Missed Approach Point
MAJCOM—Major Command
MC—Mission Copilot
MDA—Minimum Descent Altitude
MDS—Mission Design Series
MF—Mission Flight Engineer
MG—Mission Gunner
MP—Mission Pilot
MSA—Minimum Safe Altitude
MSN—Mission
N/A—Not Applicable
NAV—Navigation
NAVAIDS—Navigation Aids
NLT—Not Later Than
NM—Nautical Mile
NOTAM—Notice to Airman
NT—Night
NVG—Night Vision Goggles
OPR—office of primary responsibility
P—Pilot
PAR—Precision Approach Radar

Q—Qualified or Torque

QUAL—Qualification

RAP—Ready Aircrew Program

RDS—Records Disposition Schedule

RPM—Revolutions Per Minute

SA—Situational Awareness

SEFE—Stan/Eval Flight Examiner

SELO—Stan/Eval Liaison Officer

SPINS—Special Instructions

SQ/CC—Squadron Commander

TACAN—Tactical Air Navigation

T.O.—Technical Order

TOLD—Takeoff and Landing Data

TOT—Time Over Target

USAF—United States Air Force

Terms

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

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

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

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

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

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