



# AFSTA PREFLIGHT LAB EVALUATOR'S GUIDE

Last Revised: 6/2024

V1.06

## Purpose of this guide:

- This guide contains criteria, standards, and examples to aid in the evaluators grading and documentation of students' performance during Preflight labs.
- The Preflight Evaluation Worksheet must be completed by the grading evaluator and reviewed with the student in Practice Graded and Graded Preflight labs.
- The grading categories are: Satisfactory (SAT), Needs Improvement (N/I), and Unsatisfactory (U/S). The criteria, standards and examples noted in this guide are not all-inclusive and cannot cover every situation. Evaluators must apply good judgement in determining which category and/or number of points to award for each briefing element evaluated.
- The Preflight Evaluation Worksheet includes the following sections.
  - A. **Section 1: Admin Information.** This section includes Student Name, Evaluator, Date, and Problem (i.e., PG1).
  - B. **Section 2: Self Briefing and Description of Weather to Evaluator.** This section includes two graded areas: A. Utilized Pre-duty Checklist and B. Provide Synopsis of Weather To Evaluator. This section is worth a maximum of 4 points.
  - C. **Section 3: Standard Weather Briefing.** This section includes fourteen graded areas labeled A through N. Students will be required to provide two Standard Weather Briefings. This section is worth maximum of 196 points.
    - There are some standard weather briefing elements that allow the evaluator to grade on a sliding scale under the N/I grading category only.
  - D. **Section 4: Route Totals:** Scoring instructions and Average Total Score of the student.
  - E. **Section 5: Evaluators Comments:** Provides an area for evaluator comments on student's performance. Should include reasons for point deductions. May also include areas needing improvement, suggested techniques and/or strengths.

## **Grading:**

- **Section 2**

- A. Utilized the pre-duty checklist.**

- SAT (1 point)
      - Retrieved the pre-duty Preflight checklist in OASIS and performed a self-briefing of weather products.
    - N/I
      - Not applicable (N/A).
    - U/S (0 points)
      - Did not retrieve the pre-duty checklist and did not self-brief weather products.

**B. Provided a synopsis of weather to evaluator.**

- SAT (1 point)
  - Accurately describe a synopsis of weather for the state of Alaska to the evaluator.
  
- N/I
  - Not applicable (N/A).
  
- U/S (0 points)
  - Omitted a synopsis of weather to the evaluator.
  - Did not provide an accurate synopsis of weather for the state of Alaska to the evaluator.

- **Section 3:**

- A. Background Information**

- **Location identifiers are not provided to the students.** Students are expected to know the identifiers for airports and NAVAIDs that are included in the lab scripts. They may use the help function in Oasis or use the Alaska Chart Supplement as an aid. Instructor may provide spelling of airport or NAVAID if asked.
    - **Aircraft alpha-numeric designators are not provided to the students.** Evaluator will provide aircraft make and model. Student may use help function in Oasis. Student shall clarify aircraft designator with evaluator when there is more than one designator for that model.
    - SAT (4 points)
      - Obtained all the required background information per 7110.10. (Listed on Pilot Weather Briefing Card in AFSTA position binders)
    - N/I (Sliding grading scale 3-1points)
      - Omitted or incorrectly entered a required item listed in the SAT category.
    - U/S (0 points)
      - Omitted or incorrectly entered two or more required background information fields.
      - Omitted or incorrectly entered a portion of the route that resulted in an inaccurate standard weather briefing.

## B. Adverse conditions

- Isolated conditions may be provided in this section or enroute forecast portion of the brief.
- MTN OBSC AIRMETS are not considered Adverse for IFR aircraft.
- IFR AIRMETS should only be provided to IFR aircraft if valid for the aircraft's arrival or departure airports.
- IFR AIRMETS en-route are not considered Adverse for IFR aircraft.
- NOTAMs that are considered significant or hazardous for the lab environment include:
  - AD or RWY CLSD
  - WIP (excluding ADJ, APRON, TXY)
  - BA POOR
  - BA NIL
  - FUEL NOT AVBL
  - TFR
- SAT (25 points)
  - Provided all pertinent adverse meteorological conditions along the route of flight.
  - Provided all pertinent aeronautical information along the route of flight that might influence the pilot to alter the proposed flight.
- N/I (Sliding grading scale 15-5points)
  - Omitted or incorrectly stated any descriptive element of an Adverse Condition (i.e., Type of advisory, type of hazard, location, altitude, intensity)
  - Provided 1 additional Adverse Condition NOT applicable to the route.
  - Provided Adverse Condition information during any other briefing element other than the Adverse Conditions section.
- U/S (0 points)
  - Provided 2 additional Adverse Condition NOT applicable to the route.
  - Omitted any adverse conditions prior to finishing the briefing

C. **V-F-R Flight Not Recommended (VNR)**

- Section 2. L. PWB elements in sequence will not apply if a student provides a VNR statement during Adverse Conditions, Current Conditions, Enroute Forecast or Destination Forecast Sections of the briefing.
  - Per JO 7110.10 This element may be provided at the beginning of the briefing or combined with the applicable adverse conditions for emphasis.
- SAT (4 points)
  - Students must include this statement when VFR flight is proposed and sky conditions or visibilities are reported or forecast, surface or aloft, that, in their judgement, would make flight under VFR doubtful.
  - A description of the conditions affected locations, and times must be included to provide justification, clarity, and mutual understanding.
  - Correct phraseology utilized when providing the VNR statement, in concurrence with JO 7110.10.
    - **PHRASEOLOGY**
      - *V-F-R FLIGHT NOT RECOMMENDED (location if applicable) DUE TO (conditions)*
      - *V-F-R NOT RECOMMENDED (location if applicable) DUE TO (conditions)*
- N/I (2 points)
  - VNR statement provided, or not provided, and student has some data to support decision but is not completely in concurrence with JO 7110.10 in the Evaluators Judgment.
  - Phraseology was incorrect when providing VNR statement, but intent of message was clear.
- U/S (0 points)
  - Omitted VNR statement in circumstances where it would be required by JO 7110.10.
  - VNR statement provided as a blanket statement when the reported conditions, forecast, and/or trends, do not support it.

#### D. Synopsis

- SAT (4 points)
  - Provide a brief statement describing the required items.
    - Type, location, and movement of weather systems and/or air masses that might affect the proposed flight.
  
- N/I (Sliding grading scale 3-1points)
  - Provided a convoluted synopsis that didn't describe the big picture of the weather systems for proposed flight.
  - Missed one of the required synopsis items.
  - Provided a synopsis which was not along the route of flight.
  
- U/S (0 points)
  - Omitted the Synopsis or missed two of the required synopsis items.

## E. Current Conditions

- SAT (20 points)
  - For lab purposes students must read the departure METAR for the proposed flight.
  - Summarize pertinent reported weather conditions applicable to the flight including but not limited to: METARs, PIREPs, Satellite, Radar, and Weather Cameras.
    - Upon request, interpreted and summarized the camera images by identifying the site, directional view, and time of image if older than 1 hour.
  - Emphasize information that confirms or refutes weather advisories.
- N/I (Sliding grading scale 15-5 points.)
  - Read all current weather products correctly with no attempt to summarize when applicable.
  - Did not provide, or include in summarization, all pertinent METARs, UAs, Satellite, Radar, and weather cameras.
    - Provided weather camera information but omitted identifying the site, directional view, and time of image (if older than one hour).
  - Provided 1-2 non-pertinent current conditions.
- U/S (0 points)
  - Omitted all METARs, UAs, Satellite, Radar, or weather camera data.
  - Provided all or some of the Current Condition information but for the incorrect route.
  - Provided 3 or more non-pertinent current conditions.



## F. En-route Forecast

- SAT (6 points)
  - Provides the pertinent information and summarizes FA for the time of flight and in a logical order.
  - Provided “Isolated” conditions from the FA if they were not mentioned in the Adverse Conditions element.
  
- N/I (Sliding grading scale 4-1 points.)
  - Missed pertinent portions of the FA, provided information that was not pertinent to the route of flight, or incorrectly summarized.
  - Read FA correctly with no attempt to summarize when applicable.
  
- U/S (0 points)
  - Omitted the en-route forecast.
  - Provided the wrong FA zone for route of flight. *(Example route of flight is in Cook Inlet Susitna and student provides FA for Copper River Basin.)*

## G. Destination Forecast

- SAT (4 points)
  - Provide the destination forecast, including significant changes expected within one hour before and after the ETA.
    - Provided destination Terminal Aerodrome Forecast (TAF), if available.
    - Provided correct Area Forecast (FA) when TAF not available and identified the source.
- N/I (2 points)
  - Provided destination forecast but omitted the significant changes within 1 hour before and after the ETA.
  - Provided destination forecast but included information that was not pertinent.
- U/S (0 points)
  - Omitted destination forecast.
  - Provided the wrong destination forecast product.

#### H. Winds Aloft

- SAT (2 points)
  - Summarized interpolated FBs, when pertinent, for the correct route of flight, altitude, or time of flight.
  - Interpolated wind direction provided to the nearest 10 degrees.
  
- N/I (1 point)
  - Omitted pertinent FB information or provided non pertinent FB information for the correct route of flight, altitude, or time of flight.
  - Did not interpolate wind direction to the nearest 10 degrees.
  
- U/S (0 points)
  - Omitted Winds Aloft forecast.

**I. Notice to Air Missions (NOTAMs)**

- SAT (6 points)
  - Provides evaluators requested NOTAM information for both the departure and destination airports correctly.
  - Reviews and provides pertinent en-route NOTAMs.
  
- N/I (3 points)
  - Incorrectly decodes NOTAM information.
  - Did not review for pertinent en-route NOTAMs.
  
- U/S (0 points)
  - Omitted all NOTAM information.
  - Provided NOTAM information for an incorrect airport.

**J. ATC Delays**

- SAT (2 points)
  - Checked for ATC Delays and control advisories on ATCSCC WAB tab and provided the statement of there are no ATC delays.
  
- N/I (0 points)
  - N/A
  
- U/S (0 points)
  - Omitted ATC Delay information.

**K. Solicitation of PIREPs**

- SAT (2 points)
  - Request a report when in the student's judgment, a report of actual in-flight conditions is beneficial.
  - When conditions meet criteria for solicitation of PIREPs in concurrence with the JO 7110.10 requirements.
  
- N/I (1 point)
  - Request for PIREPs provided as a generic statement with no specific request.
  
- U/S (0 points)
  - Omitted requesting PIREPs when criteria exist.

**L. PWB Elements In Sequence**

- SAT (4 points)
  - Provided briefing elements in order in concurrence with the JO 7110.10.
  
- N/I (2 points)
  - Provided a briefing element out of sequence.
  
- U/S (0 points)
  - Provided multiple briefing elements out of sequence.

#### **M. Phraseology**

- SAT (6 points)
  - Used correct phraseology in concurrence with the JO 7110.10.
- N/I (Sliding grading scale 4-1 points.)
  - Made 1-2 phraseology errors per the JO 7110.10.
- U/S (0 points)
  - Made 3 or more phraseology errors per the JO 7110.10.



## N. Quality Factors

- SAT (10 points)
  - Briefer spoke clearly, confidently and flowed smoothly from one weather element to the next.
  - Provided a complete and detailed depiction of the weather elements and aeronautical information for the intended flight.
  - Summarized, when pertinent, from all available sources reported weather or forecast conditions applicable to the flight.
- N/I (Sliding grading scale 9-1 points.)
  - Briefer at times spoke clearly and confidently, and mostly flowed smoothly from one weather element to the next.
  - Provided a detailed depiction of **some of the weather elements** and aeronautical information for the intended flight.
  - Read some weather data but attempted to summarize, when pertinent, from all available sources reported weather or forecast conditions applicable to the flight.
- U/S (0 points)
  - Briefer mumbled, provided information in a timid non confident manner and had very little flow from one weather element to the next.
  - Provided briefing for the wrong route.
  - Briefer read all data but made no attempt to summarize when pertinent.