

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 11-2T-6  
VOLUME 2**



**29 MAY 2020**

***Flying Operations***

***T-6A AIRCREW EVALUATION  
CRITERIA***

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**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202 Volume 2, *Aircrew Standardization and Evaluation Program*. Along with major command (MAJCOM) and local procedures, this publication prescribes standard procedures used by all pilots operating an Air Force T-6A aircraft. This publication applies to all Regular Air Force and Air Force Reserve Command and all Air National Guard associate instructor pilots flying the T-6A. This publication requires the collection and or maintenance of information protected by Title 10 United States Code, Section 9013, Secretary of the Air Force. The applicable SORN F011 AF XO A, *Aviation Resource Management System* is available at: <http://dpclo.defense.gov/Privacy/SORNS.aspx>. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate standardization and evaluation functional chain. This publication may be supplemented at any level. Field units below MAJCOM-level will coordinate copies of their supplements with their parent MAJCOM standardization and evaluation office prior to approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a

description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items.

### ***SUMMARY OF CHANGES***

This document has been substantially revised and must be completely reviewed. Major changes include compliance with the Secretary of the Air Force publication guidance to reduce regulatory information and to convert this manual from the former instruction. This revision corrects administrative errors, changes tier compliance markings to comply with AFI 33-360, and updates AFI/AFMAN references.

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## Chapter 1

### GENERAL INFORMATION

#### 1.1. Roles and Responsibilities.

1.1.1. MAJCOM Director of Operations. The MAJCOM Director of Operations is responsible for establishing and managing the MAJCOM Standardization and Evaluation program in accordance with AFI 11-202 Volume 2.

1.1.2. Operations Group Commander. The Operations Group Commander is responsible for establishing and maintaining the unit-level Standardization and Evaluation program and ensuring flight examiners administer evaluations in accordance with AFI 11-202 Volume 2, and this publication. (T-2).

1.1.3. Flight Examiners (FEs). FEs are responsible for administering Standardization and Evaluation programs in accordance with AFI 11-202 Volume 2, and this publication. (T-2).

#### 1.2. Procedures.

1.2.1. FEs will use the evaluation criteria contained in [Chapter 3](#) for conducting flight and emergency procedure evaluations (EPEs). (T-2). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria. (T-2).

1.2.2. Unless otherwise specified, the examinee will fly in the seat that best enables the FE to conduct a thorough evaluation. (T-2).

1.2.3. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. (T-2). The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data, mission materials, and maps (as required). (T-2).

1.2.4. The FE will thoroughly debrief all aspects of the flight. (T-2). This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. (T-2). The FE will debrief a squadron supervisor (assistant operations officer or higher) on all evaluations. (T-2). Additionally, a commander or operations officer must attend the debriefing if the overall grade is Qualification Level 2 (Q-2) or Qualification Level of 3 (Q-3). (T-2).

**1.3. Grading Instructions.** Refer to AFI 11-202 Volume 2 for grading system and qualification level guidance for aircrew evaluations. FEs will:

1.3.1. Use the grading criteria in [Table 3.1](#) to determine individual area grades. (T-2). FEs should exercise judgment when the wording of areas is subjective and specific situations are not covered.

1.3.2. Assign an overall grade of Q-3 if the examinee receives an unqualified area grade in any of the critical areas identified in in this publication. (T-2).

1.3.3. Use the general evaluation criteria in [Table 1.1](#) for basic aircraft control during all phases of flight except as noted for specific events and instrument final approaches in [Table 3.1](#). (T-2).

**Table 1.1. General Evaluation Criteria.**

General Area	Q	Q-	U
Altitude	± 150 feet	± 300 feet	Exceeded Q- limits
Airspeed	± 10 knots indicated airspeed (KIAS)	± 20 KIAS	
Heading/Course	± 5 degrees/3 nautical miles (nm) (whichever is greater)	± 10 degrees/5 nm (whichever is greater)	

**1.4. Emergency Procedures Evaluation (EPE).** If available and configured appropriately, a flight simulator may be used to conduct the requisite EPE for the instrument/qualification evaluation. Orally administer the EPE if a simulator is not used. **(T-2).** A FE must conduct the EPE. **(T-2).** The FEs will include the following items on EPEs:

- 1.4.1. General knowledge to include aircraft systems and operating procedures, as well as use of the National Airspace System. **(T-2).**
- 1.4.2. Emergency procedures. Evaluate all boldface. **(T-2).**
- 1.4.3. Unusual attitude recoveries. **(T-2).**
- 1.4.4. At least one approach and the use of standby or emergency instruments. **(T-2).**
- 1.4.5. Alternate or divert airfields. **(T-2).** Evaluate at least one approach at other than home base. **(T-2).**
- 1.4.6. Examinees receiving a Q-3 will be handled in accordance with AFI 11-202 Volume 2 until able to correct the unsatisfactory performance. **(T-2).**

**1.5. Completion of AF Form 8, *Certificate of Aircrew Qualification*/AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*.** All mission evaluations (whether contact, formation, instrument/navigation, or low level) will be logged as “MSN” evaluations in the Flight Phase block (Section II) of AF Form 8/8A. **(T-2).** Additional clarification as to the specific type of mission evaluation will be included in the Mission Description section of the Examiner’s Remarks in the Comments block of the AF Form 8. **(T-2).** (See AFI 11-202 Volume 2, for AF Form 8/8A requirements.)

## Chapter 2

## EVALUATION REQUIREMENTS

**2.1. General.** There are six types of evaluation in the T-6: Qualification (QUAL), Instrument (INSTM), Mission (MSN), Instructor (INSTR), rear cockpit (RCP) landing qualification, and SPOT. **Table 2.1** indicates what requisites are required for each evaluation. **Table 2.2** prescribes the required areas that must be included in the flight evaluation profile. Required areas are aligned under the type and category of evaluation.

2.1.1. MSN Evaluation Scenarios. Units will conduct MSN evaluations using scenarios that represent the unit's mission. **(T-2)**. FEs will designate mission profiles to evaluate the training, flight position, and special qualifications of the examinee. **(T-2)**. To the maximum extent possible, instructor pilots and flight leads will brief and lead the mission. The FE may require the flight lead to fly the wing position to perform events from the wing position.

2.1.2. Alternate Methods of Evaluation. The examinee will fly areas indicated in [Table 2.2](#) with an “R” for that respective evaluation type. **(T-2)**. If it is impossible to accomplish a required area in flight, the FE may elect to evaluate the areas by an alternate method (for example, simulator, cockpit trainer, orally, etc.) in order to complete the evaluation. The alternate evaluation will be documented in the Examiner’s Remarks section of the AF Form 8/8A under Additional Comments. **(T-2)**. If the FE is unable to adequately evaluate the required area(s) by an alternate method, the examinee must complete an additional flight to complete the evaluation. **(T-2)**.

2.1.3. Publications Check. The FE will check the examinee's in-flight guide and the appropriate flight manual checklist during all checks. **(T-2).** Units may require a check of additional publications.

2.1.4. Cockpit/Crew Resource Management (CRM). Evaluate and debrief CRM skills for each evaluation in accordance with **Table 3.1. (T-2)**. Unit CRM program managers will monitor CRM evaluation trend data in accordance with AFI 11-290, *Cockpit/Crew Resource Management Program. (T-2)*.

2.1.5. Critical Areas. Critical areas are labeled “Critical” in the area title in **Table 2.1**. The FE will grade critical areas “Q” or “U”. **(T-2)**.

**2.2. Requisites.** Table 2.1 indicates the minimum requisites for each type of evaluation. When periodic evaluations are combined, accomplish all requisites for each evaluation and document in the corresponding phase of the AF Form 8/8A. (T-2). Completed requisites may be used for more than one evaluation in accordance with AFI 11-202 Volume 2.

### Table 2.1. Evaluation Requisites.

[illegible]

**Note:** Administering a single EPE is an option if examinee qualifies in accordance with AFI 11-202 Volume 2.

## **2.3. Pilot Evaluations.**

2.3.1. Formal Course Evaluation. Fly syllabus evaluations according to syllabus mission profile guidelines (if stated) or on a mission profile developed from syllabus training objectives. **(T-2)**. Modifying formal course guidelines is an option to complete the evaluation based on local operating considerations or FE judgment. Syllabus tasks not addressed in this publication will be evaluated using criterion reference objectives from the appropriate syllabus. **(T-2)**.

2.3.2. Pilot Qualification and Instrument Evaluation. Normally combine the pilot QUAL and INSTM evaluations. The examinee will fly a mission in accordance with instrument flight rules to fulfill the objectives of the evaluation. **(T-2)**.

### **2.3.3. Pilot Mission Evaluation.**

2.3.3.1. Scenarios that represent unit tasking satisfy the requirements of this evaluation. FEs will design profiles reflecting the T-6 mission areas (contact, formation, low level, or instrument/navigation) to evaluate the training, flight position, and special qualifications as well as basic airmanship of the examinee. **(T-2)**.

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

2.3.3.3. If the instrument/qualification and mission evaluation eligibility periods overlap, a single EPE fulfills each requirement if separate instrument/qualification and mission evaluations are accomplished within both eligibility periods. Examinees will accomplish separate boldface examinations for each evaluation. **(T-2)**. Only one EPE and one boldface is required if a combined instrument/qualification/mission evaluation is flown.

2.3.3.4. FEs will evaluate examinees only on those missions they routinely perform and only on those areas and at a performance level for which they are qualified. **(T-2)**.

2.3.4. Instructor Evaluation. FEs should refer to AFI 11-202 Volume 2. Instructor evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability. **(T-2)**.

### **2.3.5. Pilot RCP Evaluations.**

2.3.5.1. All pilots qualified to land from the RCP will complete an initial RCP landing qualification. **(T-2)**. Initial RCP landing qualification will include a satisfactory demonstration of normal patterns and landings (overhead or straight-in) and an emergency landing pattern (ELP) pattern and landing. **(T-2)**.

2.3.5.2. Periodic RCP landing qualification evaluations will include in-flight evaluation of a landing flown from the RCP and may be combined with another evaluation flown from the RCP. **(T-2)**. Instructor pilots should normally accomplish the RCP landing qualification during either (1) the qualification evaluation sortie or (2) a mission evaluation sortie.

2.3.5.3. It is optional to conduct the RCP landing qualification independently of another evaluation. When the RCP landing qualification is evaluated during another sortie as a requisite for the flight evaluation, the FE will record “SPOT” in the Flight Phase block (Section II) on the AF Form 8/8A and align the expiration date with the expiration date of the current evaluation in which the examinee would normally complete this requirement. **(T-2)**. (See AFI 11-202 Volume 2, for AF Form 8/8A requirements.)

## 2.4. Evaluation Criteria.

2.4.1. Fly the initial instructor evaluation from the RCP. **(T-2)**. Subsequently, evaluate crewmembers designated as instructors on their ability to instruct during all periodic evaluations in accordance with AFI 11-202 Volume 2. **(T-2)**. The flight examiner serves as the student for the purpose of evaluating the examinee’s instructional ability.

2.4.2. During recurring T-6 instrument/qualification evaluations, instructor pilot examinees may occupy either the front cockpit or RCP. During the instrument/qualification evaluation, first pilot examinees will occupy the front cockpit. **(T-2)**. During T-6 mission evaluations, examinees will occupy the seat normally occupied when performing in-flight duties. **(T-2)**. During recurring combined T-6 instrument/qualification/mission evaluations, instructor pilot examinees maintaining a RCP landing qualification will occupy the RCP. **(T-2)**.

**Table 2.2. Pilot Evaluations Requirements.**

Area	Title	Type of Evaluation (See Legend)					
		I	Q	C	F	I/N	LL
PREFLIGHT							
1	Mission Planning	R	R	R	R	R	R
2	Mission Briefing	R	R	R	R	R	R
3	Ground Operations	R	R	R	R	R	R
GENERAL							
4	Takeoff	R	R				
5	Departure	R	R				
6	Clearing	R	R	R	R	R	R
7	Level off	R	R			R	
8	Cruise/Navigation	R	R			R	
9	In-Flight Checks	R	R	R	R	R	R
10	In-Flight Planning/Area Orientation	R	R	R	R	R	R
11	Communication/Transponder Procedures	R	R	R	R	R	R
12	Crew Coordination/Flight Integrity	R	R	R	R	R	R
13	Risk Management/Decision-Making	R	R	R	R	R	R
14	Task Management	R	R	R	R	R	R
15	Debriefing	R	R	R	R	R	R
16	Airmanship (Critical)	R	R	R	R	R	R
17	Safety (Critical)	R	R	R	R	R	R
18	Aircrew Discipline (Critical)	R	R	R	R	R	R
19	Situational Awareness (Critical)	R	R	R	R	R	R

CONTACT							
20	Traffic Pattern Stalls		R	R			
21	Power-On Stalls			R			
22	Power-Off/ELP Stalls						
23	Slow Flight						
24	Recovery From Spin		R	R			
25	Stability Demonstration						
26	Nose-Low Recovery		R	R			
27	Nose-High Recovery		R	R			
28	Inverted Recovery		R				
29	Aerobatics			R			
30	Letdown and Traffic Entry						
31	High Altitude Power Loss						
32	Normal Pattern/Landing (note 2)		R				
33	Normal Pattern/Landing (Straight-In)						
34	No-Flap Traffic Pattern/Landing (note 2 and 3)		R	R			
35	ELP (note 1)		R	R			
36	Go-Around						
37	Touch-and-Go Procedures						
38	Closed Pattern						
39	Breakout and Reentry						
INSTRUMENTS							
40	Enroute Aircraft Control	R	R				
41	Instrument Climb/Descent						
42	Airspeed Change						
43	Vertical S						
44	Steep Turns						
45	Unusual Attitude Recoveries	R					
46	Wingover						
47	Aileron Roll						
48	Fix to Fix						
49	Holding						
50	Penetration (note 4)	R					
51	Enroute Descent (note 4)	R					
52	Intercept/Maintain Course						
53	Intercept/Maintain Arc						
54	Instrument Landing System Approach (notes 5 and 6)	R				R	
55	Precision Approach Radar Approach (notes 5 and 6)	R				R	
56	Very High Frequency Omni-Directional Radio Range (VOR) Approach (notes 5 and 6)	R				R	
57	Localizer Approach (notes 5 and 6)	R				R	
58	Airport Surveillance Radar Approach (notes 5 and 6)	R				R	
59	Global Positioning System (GPS) Approach (notes 5 and 6)	R				R	



60	Low Altitude Approach						
61	Circling Approach						
62	Missed Approach/Climbout						
63	Transition to Land/Landing						
<b>FORMATION (GENERAL)</b>							
64	Formation Overhead Pattern/Landing						
65	Visual Signals						
66	Position Change						
<b>FORMATION (LEAD)</b>							
67	Formation Takeoff						
68	Interval Takeoff						
69	Departure						
70	Tactical						
71	Fingertip						
72	Wingwork (note 7)				R		
73	Echelon						
74	Close Trail						
75	Pitchout						
76	Rejoin						
77	Fighting Wing						
78	Extended Trail Exercise				R		
79	Fluid Maneuvering						
80	Blind Exercise						
81	Descent and Traffic Entry						
82	Formation Approach						
83	Formation Landing						
<b>FORMATION (WING)</b>							
84	Formation Takeoff						
85	Interval Takeoff						
86	Tactical						
87	Fingertip						
88	Wingwork (note 7)				R		
89	Echelon				R		
90	Route						
91	Crossunder						
92	Close Trail						
93	Pitchout						
94	Rejoin				R		
95	Breakout						
96	Overshoot						
97	Lost Wingman						
98	Fighting Wing						
99	Blind Exercise						

<b>100</b>	Extended Trail Exercise					R		
<b>101</b>	Fluid Maneuvering							
<b>102</b>	Formation Approach							
<b>103</b>	Formation Landing							
<b>NAVIGATION</b>								
<b>104</b>	Chart Preparation							R
<b>105</b>	Flight Log Maintenance							
<b>106</b>	In-Flight Computations							
<b>107</b>	Maintaining Course							
<b>108</b>	Visual Flight Rules (VFR) Arrival							
<b>LOW-LEVEL NAVIGATION</b>								
<b>109</b>	Route Entry							R
<b>110</b>	Altitude Control							R
<b>111</b>	Time Control							R
<b>112</b>	Course Control							R
<b>113</b>	Wind Analysis							R
<b>114</b>	Dead Reckoning Procedures							R
<b>115</b>	Map Reading							
<b>116</b>	In-Flight Data/Fuel Procedures							R
<b>117</b>	Route Abort/Exit Procedures							R
<b>GENERAL KNOWLEDGE</b>								
<b>118</b>	Emergency Procedures	R	R	R	R	R	R	R
<b>119</b>	General Knowledge	R	R	R	R	R	R	R
<b>120</b>	Publications	R	R	R	R	R	R	R
<b>INSTRUCTION</b>								
<b>121</b>	Briefing/Debriefing	R	R	R	R	R	R	R
<b>122</b>	Demonstration of Maneuvers	R	R	R	R	R	R	R
<b>123</b>	Instructor Knowledge	R	R	R	R	R	R	R
<b>124</b>	Ability To Instruct	R	R	R	R	R	R	R
<b>125</b>	Grading Practices	R	R	R	R	R	R	R
<b>LEGEND</b>								
<b>I</b>	Instrument Evaluation	<b>I/N</b>	Instrument/Navigation Mission Evaluation					
<b>Q</b>	Qualification Evaluation	<b>LL</b>	Low-Level Mission Evaluation					
<b>C</b>	Contact Mission Evaluation	<b>R</b>	Required Item					
<b>F</b>	Formation Mission Evaluation							
<b>NOTES</b>								
1. The examinee will fly at least one ELP on the Contact Mission Evaluation. <b>(T-2)</b> .								
2. Initiate pattern from either initial or from closed traffic. <b>(T-2)</b> .								
3. The examinee will fly at least one no-flap straight-in or no-flap overhead pattern/closed traffic on the Qualification Evaluation. <b>(T-2)</b> .								
4. The examinee will fly at least one enroute descent or penetration on the evaluation. <b>(T-2)</b> .								
5. The examinee will fly one approach on the Instrument/Navigation Mission Evaluation. <b>(T-2)</b> .								

6. The examinee will fly at least one precision and one non-precision approach on the Instrument Evaluation. **(T-2)**.
7. The examinee will fly wingwork up to 90 degrees of bank and 2 to 3 Gs on the Formation Mission Evaluation. **(T-2)**.

## Chapter 3

## EVALUATION CRITERIA

**3.1. Grading Criteria.** See [Table 3.1](#) lists the grading criteria for each specific grading area.

**3.2. Ensure Standardized and Objective Evaluations.** To ensure standardized and objective evaluations, FEs will use the grading criteria in [Table 3.1](#) to determine required proficiency standards for the corresponding grading area. (T-2).

**Table 3.1. Evaluation Criteria.**

I T E M	Grading Area	Grading Criteria		
		Q	Q-	U
PREFLIGHT				
1	Area 1. Mission Planning.	Developed a plan to complete all mission requirements in a timely manner and in accordance with AFMAN 11-2T-6, Volume 3. Was aware of alternatives available if flight couldn't be completed as planned. Read and initialed all items in the flight crew information file or read files. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial flight crew information file. Was not prepared at briefing time.
2	Area 2. Mission Briefing: a. Organization.	a. Briefing was well organized with a logical sequence. Finished in time to allow for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.	a. Events were out of sequence, hard to follow, and some were redundant.	a. Gave a confusing presentation. Did not allow time for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.
	b. Presentation.	b. Clearly defined mission	b. Did not make effective use of	b. Did not use training aids. Briefing was

	c. Mission Coverage.	requirements/goals. Effectively used training aids. Ensured CRM objectives were clearly understood. Solicited questions and comments. c. Established objectives for the mission. Presented all events and technique discussion for accomplishing the mission.	available training aids. Dwelled on nonessential mission items. c. Omitted some minor training events. Had limited discussion of techniques.	redundant throughout. Lost interest of flight members. Presentation created doubts or confusion. c. Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.
<b>GENERAL</b>				
<b>3</b>	Area 3. Ground Operations.	Established and adhered to station, start engine, taxi, and takeoff times to assure thorough preflight, check of personal equipment, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved T-6 checklists and AETCMAN 11-248, <i>T-6 Primary Flying</i> .	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major checklist items. Major deviations in procedure would have prevented safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Errors directly contributed to a late takeoff that degraded the mission or made it ineffective.
<b>4</b>	Area 4. Takeoff.	Maintained smooth aircraft control throughout takeoff. Maintained runway alignment $\pm 10$ feet during takeoff. Rotated - 0 to + 10 knots of calculated rotation speed. Retracted gear and flaps after safely	Made minor procedural deviations that did not detract from the takeoff. Control was rough or erratic. Runway alignment was $\pm 25$ feet. Rotated - 0 to + 15 KIAS of calculated rotation speed.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear or flaps too early or too late. Failed to establish proper climb attitude. Over controlled aircraft, resulting in excessive deviations from intended flight path.

		airborne and prior to exceeding aircraft limits.		
<b>5</b>	Area 5. Departure.	Executed departure as published or directed and complied with all restrictions.	Minor deviations in airspeed and navigation occurred during completion of departure.	Failed to comply with published or directed departure instructions.
<b>6</b>	Area 6. Clearing.	Recognized actual and potential conflicts and adjusted aircraft performance to safely avoid those conflicts. Effectively used accepted clearing techniques and employed radios and traffic collision avoidance system to aid in clearing.	Was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate, and actions were not taken to reduce possible conflicts.
<b>7</b>	Area 7. Level off.	Level off was smooth. Promptly established proper cruise airspeed.	Level off was erratic. Was slow in establishing proper cruise airspeed.	Level off was erratic. Had excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter as required.
<b>8</b>	Area 8. Cruise/Navigation.	Demonstrated satisfactory capability to navigate, using appropriate navigation procedures. Ensured navigational aids (NAVAIDs) were properly tuned, identified, and monitored. GPS used in accordance with AFMAN 11-202 Volume 3. GPS flight plan was accurate. Complied with clearance	Minor errors in procedures or use of navigation equipment. Some deviations in tuning, identifying, and monitoring NAVAIDs. Slow to update changes to clearance in GPS flight plan (if used). Was slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.	Major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded parameters for Q-.

		instructions. Was aware of position at all times. Remained within the confines of assigned airspace.		
<b>9</b>	Area 9. In-Flight Checks.	Completed all checklist items correctly and at the proper point in the mission.	Same as Q except for minor deviations or omissions during checks that did not detract from mission accomplishment.	Did not perform inflight checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected.
<b>10</b>	Area 10. In-Flight Planning/Area Orientation.	Actively monitored fuel throughout the mission and complied with all established fuel requirements. Adhered to briefed joker/bingo fuels. Adjusted mission profile to comply with time or fuel limitations, weather, and area limits. Remained within area boundaries with or without ground references and used assigned airspace efficiently.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for time or fuel limitations, weather, and area limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management prevented mission accomplishment. Exceeded area boundaries.
<b>11</b>	Area 11. Communication/ Transponder Procedures.	Correctly formulated timely and accurate responses, using proper terminology. Complied with and acknowledged all required instructions. All required radio calls (to include use of pilot to meteorological service/Automated Terminal Information Service) made in accordance	Occasional deviations from procedures required retransmissions or resetting of codes. Slow to initiate (or missed) some required calls. Made minor errors or omissions that did not significantly detract from situational awareness or mission accomplishment.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted (or missed) numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, threat warning, or mission accomplishment. Unclear or confusing

		with AFMAN 11-202 Volume 3, AETCMAN 11-248 and local directives. Intercockpit and/or interflight communication was clear and concise. All visual signals performed correctly and in accordance with AFPAM 11-205, AETCMAN 11-248 and local directives. Used appropriate transponder procedures in accordance with AETCMAN 11-248.	Transmissions were not in proper sequence or used nonstandard terminology. Communication was sometimes unclear or confusing, but did not significantly impact mission accomplishment or flight safety.	intercockpit or interflight communication significantly impacted mission accomplishment or flight safety.
<b>12</b>	Area 12. Crew Coordination/ Flight Integrity.	Provided direction and information when necessary. Effectively coordinated with other crewmember throughout the mission. Focused crew attention on task at hand. Solicited inputs from other crew member, formation member, or outside agency when appropriate.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew or mission efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
<b>13</b>	Area 13. Risk Management/ Decision-Making.	Accurately identified contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating a decision that did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.



<b>14</b>	Area 14. Task Management.	Correctly prioritized and managed multiple tasks based on existing and new information that assured mission success.	Made minor errors in prioritization or management of tasks that did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or safety of flight.
<b>15</b>	Area 15. Debriefing.	Thoroughly debriefed applicable portions of the mission. Compared mission results with briefed objectives and debriefed deviations. Offered corrective guidance as appropriate	Performed a limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.	Did not debrief mission deviations or offer corrective guidance.
<b>16</b>	Area 16. Airmanship <b>(Critical)</b> .	Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	<b>Note:</b> Because this area is critical, Q- is not applicable.	Poor decisions resulted in failure to accomplish the assigned mission. Demonstrated poor judgment that compromised safety.
<b>17</b>	Area 17. Safety <b>(Critical)</b> .	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	<b>Note:</b> Because this area is critical, Q- is not applicable.	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
<b>18</b>	Area 18. Aircrew Discipline <b>(Critical)</b> .	Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	<b>Note:</b> Because this area is critical, Q- is not applicable.	Failed to exhibit strict flight or crew discipline. Violated flight restrictions or established procedures.

<b>19</b>	Area 19. Situational Awareness (Critical).	Accurately analyzed flight conditions to minimize effects of adverse factors and capitalized on opportunities. Maintained fuel awareness and planned and/or acted in a timely manner to ensure safe mission accomplishment. Never exceeded the capability to safely control the aircraft. Prioritization of flight requirements assured mission success.	<b>Note:</b> Because this area is critical, Q- is not applicable.	Misanalysis of flight conditions and failure to prioritize compromised safety or mission accomplishment.
<b>CONTACT</b>				
<b>20</b>	Area 20. Traffic Pattern Stalls.	Recognized approach-to-stall indications and recovered properly in accordance with AETCMAN 11-248.	Delayed recovery beyond the aerodynamic buffet or artificial stall warning. Late to recognize secondary stall.	Failed to recognize stall indications. Misapplied flight control and power control lever inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits.
<b>21</b>	Area 21. Power-On Stalls.	Properly recovered after fully developed stall in accordance with AETCMAN 11-248	Did not allow stall to fully develop. Late to recognize secondary stall	Misapplied flight control and power control lever inputs, resulting in excessive altitude loss. Did not recognize secondary stall and did not recover properly. Exceeded aircraft limits.
<b>22</b>	Area 22. Power-Off/ELP Stalls.	Recognized approach-to-stall indications and recovered properly in accordance with AETCMAN 11-248.	Delayed recovery beyond the aerodynamic buffet or artificial stall warning. Late to	Failed to recognize stall indications. Misapplied flight control inputs in a manner that aggravated the stalled condition and resulted in

			recognize secondary stall.	excessive altitude loss. Exceeded aircraft limits.
<b>23</b>	Area 23. Slow Flight.	Airspeed - 0 to + 5 KIAS of desired airspeed.	Airspeed - 5 to + 10 KIAS of desired airspeed.	Maintained deviations in excess of Q- criteria.
<b>24</b>	Area 24. Recovery From Spin	Recovered to level flight with minimum altitude loss. If secondary stall was entered, compiled with stall recognition and recovery procedures.	Was slow to recognize aircraft departure and/or make necessary flight control inputs. Delayed initiation of spin recovery procedures.	Performed improper execution of spin recovery procedures.
<b>25</b>	Area 25. Stability Demonstration.	Recognized required aircraft control inputs to prevent entering a stall or spin.	Set pitch attitude too high or too low. Maneuver effectiveness was degraded.	Maintained deviations in excess of Q- criteria.
<b>26</b>	Areas 26-28. Nose-Low, Nose-High, and Inverted Recoveries.	Recovered to level flight expeditiously without stalling or exceeding aircraft limitations and with minimum altitude loss.	Was slow to analyze attitude or erratic in recovery to level flight. Was slow to recognize or use the proper power setting and configuration.	Failed to correctly analyze attitude and execute appropriate recovery. Used improper power setting and configuration.
<b>29</b>	Area 29. Aerobatics. Perform aerobatic maneuvers to include: - chandelle - lazy eight - barrel roll - aileron roll - cloverleaf - loop - Immelmann - cuban eight - split S.	Maneuvers were smooth, positive, coordinated, and flown in accordance with AETCMAN 11-248. Attained proper entry parameters prior to beginning the maneuver and placed emphasis on use of outside references. Maneuvers were planned and flown to remain within area boundaries.	Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuvers was adequate, but not smooth and positive. Minor procedural deviations occurred.	Significantly missed entry parameters. Maneuvers were not flown in accordance with AETCMAN 11-248. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers. Exceeded aircraft limit.
<b>30</b>	Area 30. Letdown and Traffic Entry.	Performed letdown as published or directed and complied with all	Minor deviations in airspeed and navigation occurred	Failed to comply with published or directed letdown instructions or directives.

		restrictions, AETCMAN 11-248 and local directives.	during completion of letdown.	
<b>31</b>	Area 31. High Altitude Power Loss	Properly identifies nearest suitable airfield and initiates drift down. Successfully determines if the airfield is reachable or not, based on energy state and makes timely decision to continue or terminate. Formulates a plan to intercept ELP profile to appropriate key position and maneuver to execute a successful simulated emergency landing/low approach. Properly prioritize tasks. Maintain proper glide speeds -5 to +10 KIAS.	Slow to identify nearest suitable airfield and initiate drift down. Slow to analyze energy state and formulate plan to intercept ELP profile. Maintains proper glide speeds -10 to +15 KIAS.	Does not identify airfield, and does not calculate energy state. Poor planning/execution leads to inability to establish proper ELP profile needed to successfully intercept a key position which could terminate in a successful simulated emergency landing/low approach. Maintained deviations in excess of Q- criteria.
<b>32</b>	Area 32. Normal Pattern/ Landing (Includes Overhead or Closed Traffic). (Includes takeoff and landing flap positions.)	Properly analyzed pattern winds. Maintained pattern altitude $\pm 100$ feet and 120 KIAS minimum prior to the final turn. Maintained air-speed $\pm 10$ KIAS on initial. Performed break between approach end and 3,000 feet down the runway. Aircraft properly configured prior to starting the final turn. Final turn and	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Maintained pattern altitude $\pm 200$ feet prior to the final turn. Improper power setting resulting in airspeed <120 KIAS minimum on inside downwind. Maintained airspeed $\pm 20$ KIAS on initial. Performed pattern break outside the	Exceeded Q- criteria. Configuration was improper.

		final airspeed - 0 to + 10 KIAS, and no slower than on speed angle of attack. Maintained proper runway alignment and touchdown speed was - 5 to + 10 KIAS (based on aircraft weight), in the AETCMAN 11-248 prescribed landing zone. Braking was smooth and effective.	proper zone. Final turn and final airspeed - 5 to + 15 KIAS. Touchdown speed was - 5 to + 15 KIAS (based on aircraft weight) and slightly outside the AETCMAN 11-248 prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.	
<b>33</b>	Area 33. Normal Pattern/Landing (Straight-In). (Includes takeoff and landing flap positions)	Aircraft properly configured prior to starting down final. Airspeed on final - 0 to + 10 KIAS, and no slower than on speed angle of attack. Maintained proper runway alignment, touchdown speed was - 5 to + 10 KIAS (based on aircraft weight) in the AETCMAN 11-248 prescribed landing zone. Braking was smooth and effective.	Was late configuring aircraft. Airspeed on final - 5 to + 15 KIAS. Touchdown speed was - 5 to + 15 KIAS (based on aircraft weight) and slightly outside the AETCMAN 11-248 prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.	Exceeded Q- criteria. Could not have landed safely. Touchdown point would not have allowed for safe stopping on available runway. Configuration was improper. Exceeded aircraft limits.
<b>34</b>	Area 34. No-Flap Traffic Pattern/Landing. (Includes Overhead, Closed Traffic and Straight-in no flap pattern/landing.)	Properly analyzed pattern winds. Maintained pattern altitude $\pm$ 100 feet and 120 KIAS minimum prior to the final turn. Performed break between approach end and 3,000 feet down the runway. Maintained air-speed	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Maintained pattern altitude $\pm$ 200 feet prior to the final turn. Improper power setting resulting in airspeed <120 KIAS minimum on inside downwind.	Exceeded Q- criteria. Could not have landed safely. Touchdown point would not have allowed for safe stopping on available runway. Configuration was improper. Exceeded aircraft limits.

		<p>± 10 KIAS on initial. Aircraft properly configured prior to starting the final turn. Final turn and final airspeed - 0 to + 10 KIAS, and no slower than on speed angle of attack. Maintained proper runway alignment and touchdown speed was - 5 to + 10 KIAS (based on aircraft weight), in the AETCMAN 11-248 prescribed landing zone. Braking was smooth and effective.</p>	<p>Performed pattern break outside the proper zone. Maintained airspeed ± 20 KIAS on initial. Final turn and final airspeed - 5 to + 15 KIAS. Touchdown speed was - 5 to + 15 KIAS (based on aircraft weight) and slightly outside the AETCMAN 11-248 prescribed landing zone, but safe. Ineffective braking resulted in an increased landing roll.</p>	
<b>35</b>	Area 35. Emergency Landing Pattern (ELP) /Landing.	<p>Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed. Flew an approach compatible with the situation. Used sound judgment. Configured at the appropriate position or altitude. Had smooth, positive control of aircraft. Touchdown point permitted safe stopping in available runway.</p>	<p>Made minor procedural errors. Errors did not detract from safe handling of the situation. Configured at a position and altitude that allowed for a safe approach. Required unnecessary maneuvering due to minor errors in planning or judgment. Touchdown longer than desired, but permitted stopping in available runway.</p>	<p>Made major deviations or did not comply with applicable procedures. Judgment was unsafe. Excessive maneuvering was required. Could not have landed safely. Touchdown point would not have allowed for safe stopping on available runway. Exceeded aircraft limits.</p>
<b>36</b>	Area 36. Go-Around.	<p>Initiated and performed a go-around promptly in accordance with flight manual,</p>	<p>Was slow to self-initiate a go-around or procedural steps.</p>	<p>Did not self-initiate a go-around when appropriate or when directed. Techniques were unsafe or incorrect</p>

		AETCMAN 11-248 and local procedures.		procedures were applied.
<b>37</b>	Area 37. Touch-and-Go Procedures.	Maintained proper runway alignment and touchdown speed was - 5 to + 10 KIAS, in the prescribed landing zone, but safe. Application of power, cross-check of engine instruments, and runway alignment during the takeoff phase was smooth and timely.	Executed landing phase with minor deviations. Touchdown speed was - 5 to + 15 KIAS, slightly outside the prescribed landing zone, but safe. Application of power, cross-check of engine instruments, and runway alignment during the takeoff phase was slow.	Exceeded Q- criteria. Application of power and cross-check of engine instruments and runway alignment was late during the takeoff phase.
<b>38</b>	Area 38. Closed Traffic (Pull-up).	Attained 140 KIAS minimum before start of pull-up. Maintained 140 KIAS during pullup and 120 KIAS on downwind. Rolled out at pattern altitude + 100 feet. Complied with AETCMAN 11-248 and local procedures.	Airspeed on inside downwind 120 KIAS, - 5 to + 15 KIAS. Altitude was $\pm 200$ feet.	Exceeded Q- criteria.
<b>39</b>	Area 39. Breakout and Reentry.	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed and altitude.	Erratic airspeed and altitude control led to minor procedural errors. Errors did not detract from safe handling of the situation.	Did not comply with flight manual and/or AETCMAN 11-248 procedures. Erratic airspeed and altitude control compromised safety.
<b>INSTRUMENTS</b>				
<b>40</b>	Area 40. Enroute Aircraft Control.	Aircraft control was smooth and positive. Maintained air-speed $\pm 10$ KIAS, altitude	Erratic aircraft control resulted in minor deviations. Maintained airspeed $\pm 30$ knots, altitude $\pm 300$ feet, and	Exceeded Q- criteria. Consistently deviated from airspeed, altitude, and/or heading.

		$\pm 150$ feet, and heading $\pm 5$ degrees of desired.	heading $\pm 10$ degrees of desired.	
<b>41</b>	Area 41. Instrument Climb/Descent.	Maintained smooth and positive aircraft control. Complied with AFMAN 11-202 Volume 3 and AETCMAN 11-248 procedures.	Made minor deviations in procedure. Aircraft control was not smooth or positive, but adequate.	Exceeded Q-criteria. Aircraft control was erratic.
<b>42</b>	Area 42. Airspeed Change.	Performed in a smooth and positive manner.	Was slow to change airspeed when required.	Failed to make directed or required airspeed changes.
<b>43</b>	Area 43. Vertical S.	Aircraft control was smooth and positive. Maintained $\pm 200$ feet on the vertical speed indicator, airspeed $\pm 10$ KIAS, heading $\pm 5$ degrees, and $\pm 100$ feet of desired level off altitude. Bank angle was $\pm 5$ degrees.	Erratic aircraft control resulted in minor deviations. Maintained $\pm 300$ feet on the vertical speed indicator, $\pm 20$ KIAS and $\pm 200$ feet of desired level off altitude. Bank angle was $\pm 10$ degrees.	Exceeded Q-criteria. Failed to make appropriate corrections.
<b>44</b>	Area 44. Steep Turns.	Aircraft control was smooth and positive. Bank angle was $\pm 10$ degrees. Maintained $\pm 15$ KIAS of desired airspeed. Altitude $\pm 200$ feet at 60-degree bank and $\pm 100$ feet at 45-degree bank. Rollout heading $\pm 10$ degrees at 45-degree bank and $\pm 15$ degrees at 60-degree bank.	Made minor deviations. Bank angle was $\pm 20$ degrees. Maintained $\pm 20$ KIAS of desired airspeed. Altitude was $\pm 300$ feet at 60degree bank and $\pm 200$ feet at 45degree bank. Rollout heading was $\pm 20$ degrees at 45-degree bank and $\pm 30$ at 60degree bank.	Exceeded Q-criteria. Failed to make appropriate corrections.
<b>45</b>	Area 45. Unusual Attitude Recoveries.	Made expeditious recovery to level flight with minimum altitude loss and without stalling or	Slow to analyze attitude or erratic in recovery to level flight. Correct recovery procedures used.	Was unable to determine attitude. Used improper recovery procedures.



		exceeding aircraft limits.		Exceeded aircraft limits.
<b>46</b>	Area 46. Wingover.	Maneuver performed in accordance with AETCMAN 11-248. Aircraft control was positive and smooth.	Made minor procedural deviations. Aircraft control was not always smooth and positive, but adequate.	Exceeded Q-criteria. Aircraft control was erratic causing major deviations. Exceeded aircraft limits.
<b>47</b>	Area 47. Aileron Roll.	Maneuver performed in accordance with AETCMAN 11-248. Aircraft control was positive and smooth.	Made minor procedural deviations. Aircraft control was not always smooth and positive, but adequate.	Exceeded Q-criteria. Aircraft control was erratic, causing major deviations. Exceeded Aircraft limits.
<b>48</b>	Area 48. Fix to Fix.	Correctly tuned, identified, and monitored NAVAID. Set correct radial of desired fix in electronic horizontal situation indicator. Turned in shorter direction to appropriate initial heading. Loaded correct area navigation waypoint in GPS & proceeded direct to fix/waypoint. Arrived $\pm 1$ mile of desired fix using GPS navigation (or $\pm 3$ miles using VOR navigation only).	Made frequent or large heading changes; reached fix $\pm 2$ miles using GPS navigation or $\pm 4$ using VOR navigation.	Exceeded Q-criteria.

<b>49</b>	Area 49. Holding.	Executed entry and holding in accordance with AFMAN 11-202 Volume 3 and AETCMAN 11-248. Stayed within $\pm 15$ seconds (timing-defined pattern), $\pm 2$ nm (VOR/Distance Measuring Equipment, GPS distance defined pattern), and $\pm 2$ minutes of expect further clearance time (if assigned) of holding pattern limit fix.	Made minor errors that did not detract from safety. Stayed within $\pm 20$ seconds (timing-defined pattern), $\pm 3$ nm (VOR/Distance Measuring Equipment, GPS distance defined pattern), and $\pm 3$ minutes of expect further clearance time (if assigned) of holding pattern limit fix.	Exceeded Q-criteria. Did not comply with AFMAN 11-202, Volume 3.
<b>50</b>	Area 50. Penetration. (Initial approach fix to final approach fix/ descent point)	Performed the penetration and approach as published on the instrument approach plate or as directed by ATC and in accordance with the flight manual. Complied with all restrictions. Made smooth and timely corrections.	Performed penetration and approach with minor deviations. Complied with restrictions. Slow to make corrections.	Performed the penetration and approach with major deviations. Made erratic corrections. Compromised safety.
<b>51</b>	Area 51. Enroute Descent.	Executed descent as directed. Complied with all restrictions. Remained position oriented.	Executed descent as directed with minor deviations.	Executed descent with major deviations. Did not comply with restrictions.
<b>52</b>	Areas 52. Intercept/Maintain Course.	Complied with basic control standards. Established a valid intercept. Maintained course $\pm 5$ degrees.	Maintained course $\pm 10$ degrees, not to exceed 5 miles.	Exceeded Q-criteria.

<b>53</b>	Areas 53. Intercept/Maintain Arc.	Complied with basic control standards. Established valid arc or radial intercept. Maintained arc $\pm 2$ nm.	Maintained arc $\pm 3$ nm.	Exceeded Q-criteria.
<b>54</b>	Area 54. Instrument Landing System Approach.	Executed approach as published in accordance with the flight manual. Made smooth and timely corrections to azimuth and glide slope to remain within one dot. Airspeed was - 0 to + 10 KIAS. Complied with decision height and position would have permitted a safe landing.	Minor deviations did not detract from the approach. Slow to make corrections or initiate procedures. Airspeed was - 5 to + 15 KIAS and glide slope was within one dot low or two dots high. Azimuth was within two dots. Position at decision height would have permitted a safe landing.	Exceeded Q-limits. Performed procedures with major deviations. Made erratic corrections. Did not comply with decision height or position at decision height would not have permitted a safe landing.
<b>55</b>	Area 55. Precision Approach Radar Approach.	Executed approach as published in accordance with the flight manual. Made smooth and timely response to controller instructions. Maintained glidepath with only minor deviations. Heading was $\pm 5$ degrees of controller instructions, and airspeed was - 0 to + 10 KIAS. Complied with decision height and position would have permitted a safe landing.	Minor deviations did detract from the approach. Slow response to controller's instructions caused poor glidepath control, but never exceeded well above or below glidepath. Heading was $\pm 10$ degrees of controller instruction and airspeed was - 5 to + 15 KIAS. Position at decision height would have permitted a safe landing.	Exceeded Q-limits. Made major deviations and/or erratic corrections. Did not respond to controller instructions, resulting, in erratic glidepath and heading control. Proceeded below decision height and/or position would not have permitted a safe landing.

56	Areas 56. VOR Approach.	Adhered to all published instrument approach plate or ATC-directed procedures and restrictions. Used appropriate descent rate to arrive at minimum descent altitude (MDA) (+ 100 to - 0 feet) at or before visual descent point (VDP). Maintained airspeed -0 to + 10 KIAS and course was $\pm 1$ dot width of course centerline at missed approach point (MAP). Position would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed - 5 to + 15 KIAS and course was $\pm 2$ dot width of course centerline at MAP. Position would have permitted a safe landing.	Exceeded Q-limits. Did not comply with procedures or restrictions. Maintained steady state flight below the MDA. Could not land safely from the approach.
57	Areas 57. Localizer Approach.	Adhered to all published instrument approach plate or ATC-directed procedures and restrictions. Used appropriate descent rate to arrive at MDA (+ 100 to - 0 feet) at or before VDP. Maintained airspeed - 0 to + 10 KIAS and less than one dot deflection. Position would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed - 5 to + 15 KIAS and stayed within two dots deflection. Position would have permitted a safe landing.	Exceeded Q-limits. Did not comply with procedures or restrictions. Maintained steady state flight below the MDA. Could not land safely from the approach.

58	Areas 58. Airport Surveillance Radar Approach.	Executed approach as published in accordance with the flight manual. Made smooth and timely response to controller instructions. Used appropriate descent rate to arrive at MDA (+ 100 to - 0 feet) at or before VDP. Maintained airspeed - 0 to + 10 KIAS and heading was $\pm 5$ degrees of controller instructions. Position would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed - 5 to + 15 KIAS and course was $\pm 10$ degrees at MAP. Position would have permitted a safe landing.	Exceeded Q-limits. Did not comply with procedures or restrictions. Did not respond to controller instruction. Maintained steady state flight below the MDA. Could not land safely from the approach.
59	Areas 59. GPS Approach.	Adhered to all published instrument approach plate or ATC- directed procedures and restrictions. Used appropriate descent rate to arrive at MDA (+ 100 to - 0 feet) at or before VDP. Maintained airspeed - 0 to + 10 KIAS and course was $\pm 1$ dot width of course centerline at MAP. Position would have permitted a safe landing.	Executed approach with minor deviations. Arrived at MDA (- 0 to + 150 feet) at or before the MAP, but past the VDP. Maintained airspeed - 5 to + 15 KIAS and course was $\pm 2$ dot width of course centerline at MAP. Position would have permitted a safe landing.	Exceeded Q-limits. Did not comply with procedures or restrictions. Did not respond to controller instruction. Maintained steady state flight below the MDA. Could not land safely from the approach.
60	Area 60. Low Altitude Approach.	Executed the approach as published or directed and in accordance with the flight manual. Complied	Executed the approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Executed the approach with major deviations. Made erratic corrections.

		with restrictions. Made smooth and timely corrections.		
<b>61</b>	Area 61. Circling Approach.	Executed approach in accordance with the flight manual and AFMAN 11-202 Volume 3. Maintained minimum recommended circling airspeed until established on final. Maintained circling minimums and visual meteorological conditions until acquisition of visual glidepath. Smoothly positioned the aircraft for a safe landing.	Aircraft control was not consistently smooth, but safe. Made minor deviations that did not detract from the approach. Maintained circling minimums and visual meteorological conditions until acquisition of visual glidepath. Runway displacement was adequate, but not optimum and did not require a missed approach.	Approach not flown in accordance with the flight manual or AFMAN 11-202 Volume 3. Aircraft control was erratic. Failed to correct large deviations in airspeed or altitude. Displacement was not adequate to allow safely aligning with the landing runway and a missed approach was required.
<b>62</b>	Area 62. Missed Approach/ Climbout.	Executed missed approach or climbout as published on the instrument approach plate or directed by ATC and in accordance with flight manual procedures.	Executed missed approach or climbout with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach or climbout with major deviations. Did not comply with AFMAN 11-202 Volume 3 or flight manual procedures.
<b>63</b>	Area 63. Transition to Land/Landing.	Smooth and timely transition based on computed visual descent point or where runway environment visually acquired. Maintained runway alignment and touch-down speed was - 5 to + 10 KIAS, 500 to 2,000 feet from the runway threshold.	Slow transition led to a steeper-than-desired final, but appropriate corrections were made. Excessive power and pitch inputs resulted in a long or short landing.	Late transition or attempt to land in the "normal" landing zone led to an excessive "duck under." Improper calculation of visual descent point or excessively late transition prevented landing out of the approach.

FORMATION (GENERAL)				
<b>64</b>	Area 64. Formation Overhead Pattern/Landing.	Lead properly analyzed pattern winds and placed wingman on proper side. Maintained pattern altitude $\pm 100$ feet and airspeed $\pm 10$ KIAS. Executed pitchout in accordance with published or directed procedures. Wingman maintained a minimum of 3,000 feet spacing after pitchout. Final turn and final airspeed - 0 to + 10 KIAS and touchdown speed - 5 to + 10 KIAS. Maintained proper side of the runway and alignment on rollout.	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Maintained pattern altitude $\pm 200$ feet and airspeed $\pm 20$ KIAS. Executed pitchout outside the proper zone. Wingman did not maintain consistent spacing. Final turn and final airspeed - 5 to + 15 KIAS and touchdown speed - 5 to + 15 KIAS.	Exceeded Q-criteria.
<b>65</b>	Area 65. Visual Signals.	Signals were in accordance with AF Pamphlet (AFPAM) 11-205, <i>Aircrew Quick Reference to Aircraft Cockpit and Formation Flight Signals</i> , and clearly visible to wingman.	Signals were in accordance with AFPAM 11-205, but not clearly visible to wingman.	Signals were not in accordance with AFPAM 11-205 and unrecognizable to wingman.
<b>66</b>	Area 66. Position Change.	Lead was decisive and clearly directed position change while monitoring wingman position. Designated wingman moved smoothly to the directed position while maintaining aircraft separation.	Lead was slow to position the formation to facilitate the position change. Designated wingman was slow to move to the directed position or recognize less than adequate aircraft separation.	Excessive time was taken to accomplish position change. Procedure was not conducted according to directives. Safety was compromised.

<b>FORMATION (LEAD)</b>				
<b>67</b>	Area 67. Formation Takeoff.	<p>Ensured wingman was on the proper side for existing conditions.</p> <p>Executed takeoff in accordance with AETCMAN 11-248 or briefed procedures.</p> <p>Maintained proper power setting and runway alignment <math>\pm</math> 20 feet and smoothly established proper takeoff attitude.</p> <p>Ensured wingman was safely airborne prior to retracting gear or flaps, but did so before exceeding aircraft limits.</p>	<p>Minor deviations occurred, but did not detract from the takeoff.</p> <p>Placed wingman on the wrong side for existing conditions. Slow to set proper power setting or takeoff attitude.</p> <p>Maintained proper side of run-way, but alignment drifted <math>\pm</math> 30 feet. Was inattentive to wingman's position.</p>	Exceeded Q-criteria. Major deviations occurred.
<b>68</b>	Area 68. Interval Takeoff.	<p>Executed takeoff in accordance with AETCMAN 11-248 or briefed procedures.</p> <p>Maintained runway alignment <math>\pm</math> 10 feet.</p> <p>Set or maintained proper takeoff attitude. Retracted gear or flaps after safely airborne but prior to exceeding aircraft limits.</p> <p>Proper power setting, smooth aircraft control, and effective communication facilitated a timely rejoin.</p>	<p>Minor deviations occurred, but did not detract from the takeoff.</p> <p>Maintained proper side of runway but alignment drifted <math>\pm</math> 25 feet. Set and maintained proper takeoff attitude. Inattention to wingman's position, lack of communication, and/or improper power setting delayed rejoin.</p>	<p>Takeoff was potentially dangerous.</p> <p>Exceeded aircraft or systems limits.</p> <p>Raised gear and/or flaps too early or late. Failed to establish proper climb attitude or power. Erratic aircraft control resulted in excessively delayed rejoin.</p>



69	<p>Areas 69-76. Formation. Perform two-ship formation mission profile as lead, to include:</p> <ul style="list-style-type: none"> <li>- departure</li> <li>- tactical</li> <li>- fingertip</li> <li>- wingwork</li> <li>- echelon</li> <li>- close trail</li> <li>- pitchout</li> <li>- rejoin.)</li> </ul>	<p>Executed mission profile in accordance with AETCMAN 11-248 or briefed procedures. Maintained positive control of the flight and took timely action to correct discrepancies. Planned ahead and made timely decisions, completing the profile smoothly without exceeding wingman's capabilities or degrading flight safety. Fingertip maneuvering up to 3 Gs and 90 degrees of bank. Complied with all maneuver parameters.</p>	<p>Deviated slightly from procedures. Did not take positive control of the flight. Excessive maneuvering made it difficult for wingman to maintain position. Did not always plan ahead and/or hesitated in making decisions. Poor decisions delayed mission accomplishment or degraded training. Was inattentive to wingman's position.</p>	<p>Exceeded Q-criteria. Maneuvered erratically, forcing wingman to breakout. Failed to monitor wingman's position.</p>
77	<p>Area 77. Fighting Wing.</p>	<p>Executed smoothly in accordance with AETCMAN 11-248 or briefed procedures. Monitored wingman position and maneuvered aircraft with good situational awareness.</p>	<p>Poor in-flight decisions delayed mission accomplishment or degraded training. Rough control inputs made it difficult for wingman to maintain position. Did not always plan ahead.</p>	<p>Exceeded Q-criteria.</p>
78	<p>Area 78. Extended Trail Exercise.</p>	<p>Executed smoothly in accordance with AETCMAN 11-248 or briefed procedures. Monitored wingman position and maneuvered aircraft with good situational awareness and energy level.</p>	<p>Some minor deviations occurred. Poor in flight decisions delayed mission accomplishment or degraded training. Rough control inputs made it difficult for wingman to maintain position. Did not always plan ahead</p>	<p>Exceeded Q-criteria.</p>

<b>79</b>	Area 79: Fluid Maneuvering	Setup and execution was smooth and within published parameters. Monitored wingman position and maneuvered aircraft with good situational awareness, aspect angle, and energy level.	Some minor deviations occurred. Poor in flight decisions delayed mission accomplishment or degraded training. Rough control inputs made it difficult for wingman to maintain position. Did not always plan ahead and/or hesitated in making decisions.	Exceeded Q-criteria.
<b>80</b>	Area 80. Blind Exercise	Executed smoothly in accordance with AETCMAN 11-248 or briefed procedures. Monitored wingman position and maneuvered aircraft with good situational awareness.	Some minor deviations occurred. Poor in-flight decisions delayed mission accomplishment or degraded training. Did not always plan ahead.	Exceeded Q-criteria. Failed to maintain proper separation of aircraft.
<b>81</b>	Area 81. Descent and Traffic Entry.	Executed descent and traffic entry as published in flight information publications/local directives or as directed by ATC. Complied with all restrictions without exceeding wingman's capabilities.	Made minor deviations in airspeed or navigation that did not detract from the maneuver. Was inattentive to wingman's position.	Failed to comply with published or directed instructions. Failed to monitor wingman's position.
<b>82</b>	Area 82. Formation Approach.	Executed approach in accordance with applicable publications and directives. Smooth or timely corrections to airspeed, azimuth, and glide slope helped wingman maintain position. Maintained safe airspeed - 0 to + 10 KIAS. Position	Slow to comply with published or briefed procedures. Erratic or abrupt corrections to airspeed, azimuth, or glide slope made it difficult for wingman to maintain position. Position would have permitted a safe landing for both aircraft.	Performed major deviations in procedures. Did not execute approach as published or directed. Did not monitor wingman's position or configuration. Placed wingman in unsafe situation. Flight could not

		would have permitted a safe landing for both aircraft.		land from approach.
<b>83</b>	Area 83. Formation Landing.	Properly configured aircraft prior to starting down final. Airspeed on final - 0 to + 10 KIAS. Landed in center of appropriate side of runway without drift. Touchdown speed was - 5 to + 10 KIAS. Touchdown was 500 to 1,500 feet from the runway threshold.	Configured aircraft late. Minor drifting occurred but was recognized and corrected. Occasional rough control inputs were not unsafe, but made it difficult for wingman to maintain position. Airspeed on final was - 0 to + 15 KIAS. Touchdown speed was - 5 to + 15 KIAS. Touchdown was 100 to 499 feet or 1,501 to 2,000 feet from the runway threshold.	Exceeded Q-criteria. Did not monitor wingman's position or configuration. Placed wingman in unsafe situation.
<b>FORMATION (WING)</b>				
<b>84</b>	Area 84. Formation Takeoff.	Maintained position with only momentary deviations. Maintained safe separation and complied with lead's instructions. Moved to fingertip position after gear and flaps were retracted.	Over controlled aircraft to the extent that formation position varied considerably. Was late configuring, but did not exceed aircraft limits.	Made abrupt position corrections. Did not maintain safe separation or formation position throughout the takeoff. Exceeded aircraft limits.
<b>85</b>	Area 85. Interval Takeoff.	Executed takeoff in accordance with AETCMAN 11-248 or briefed procedures. Maintained runway alignment $\pm 10$ feet. Set or maintained proper takeoff attitude. Retracted gear or flaps after safely airborne, but prior to exceeding aircraft limits.	Minor deviations occurred but did not detract from the takeoff. Maintained runway alignment $\pm 25$ feet. Set and maintained proper takeoff attitude. Inattention, improper power setting, and/or improper use of geometry delayed rejoin.	Takeoff was potentially dangerous. Exceeded aircraft or systems limits. Raised gear and/or flaps too early or late. Failed to establish proper climb attitude or power. Erratic aircraft control resulted in

		Proper power setting, smooth aircraft control, and effective use of geometry facilitated a timely rejoin.		excessively delayed rejoin.
<b>86</b>	<p>Areas 86-94. Formation. Perform two-ship formation on the wing, to include:</p> <ul style="list-style-type: none"> <li>- tactical</li> <li>- fingertip</li> <li>- wingwork</li> <li>- echelon</li> <li>- route</li> <li>- crossunder</li> <li>- close trail</li> <li>- pitchout</li> <li>- rejoin</li> </ul>	<ul style="list-style-type: none"> <li>- Tactical: Maintained 2,000-3,000 feet separation, + 0/- 10 degrees aft, <math>\pm 500'</math> vertical.</li> <li>- Fingertip/Wingwork: Maintained 10 feet wingtip separation, <math>\pm 4</math> feet vertical, and <math>\pm 4</math> feet longitudinal.</li> <li>- Echelon: Stacked level <math>\pm 5</math> feet. Maintained fore or aft fingertip references during roll in, turn, and roll out.</li> <li>- Route: Maintained position in accordance with AETCMAN 11-248, local directives or as briefed. Demonstrated ability to clear, monitor NAVAID, and maneuver with lead.</li> <li>- Crossunder: Completed in a timely manner. Crossed below lead's wake with nose or tail clearance.</li> <li>- Close Trail: Maintained one to two aircraft lengths behind lead, just below the wake.</li> <li>- Pitchout: Rolled out at about the same</li> </ul>	Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not detract from the maneuver being flown. Slow to make appropriate corrections.	Unable to perform the required maneuver. Failed to maintain safe separation. Compromised safety in an attempt to accomplish the maneuver. Exceeded aircraft or systems limits.

		altitude as lead, in trail. - Rejoin: Expediently maneuvered to the proper rejoin line. Maintained controlled closure to the fingertip position and overshoot if required.		
<b>95</b>	Areas 95-97. Formation. (Continued). Perform two-ship formation on the wing, to include: - breakout - overshoot - lost wingman	- Breakout: Executed in a timely manner and in accordance with AETCMAN 11-248 or briefing. Adequate aircraft separation was achieved. - Overshoot: Made the decision to overshoot in a timely manner and executed the maneuver in accordance with AETCMAN 11-248 or briefing. Excessive overtake or angle was dissipated safely. Kept lead in sight. - Lost Wingman: Executed in a timely manner and in accordance with AETCMAN 11-248 or briefing. Immediate and adequate aircraft separation was achieved.	Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not detract from the maneuver being flown. Slow to make appropriate corrections.	Unable to perform the required maneuver. Failed to maintain safe separation. Compromised safety in an attempt to accomplish the maneuver. Exceeded aircraft or systems limits. Unable to perform the required maneuver. Failed to maintain safe separation. Compromised safety in an attempt to accomplish the maneuver. Exceeded aircraft or systems limits.
<b>98</b>	Area 98. Fighting Wing.	Remained within published cone, using appropriate geometry.	Slow to make appropriate corrections.	Failed to maintain safe separation.

<b>99</b>	Area 99. Blind Exercise.	Executed smoothly in accordance with AETCMAN 11-248 or briefed procedures. Monitored wingman position and maneuvered aircraft with good situational awareness.	Some minor deviations occurred. Poor in-flight decisions delayed mission accomplishment or degraded training. Did not always plan ahead.	Exceeded Q-criteria. Failed to maintain proper separation of aircraft.
<b>100</b>	Area 100. Extended Trail Exercise.	Made smooth or positive control inputs and demonstrated a clear understanding of turn circle geometry and creative use of pursuit curves or energy management to maintain within the published cone.	Slow to recognize and react to changing aspect, angle off, and closure. Erratic power control resulted in less than optimum position.	Unable to maintain position. Failed to maintain safe separation. Compromised safety in an attempt to accomplish maneuvers. Exceeded aircraft or systems limits.
<b>101</b>	Area 101. Fluid Maneuvering	Setup and execution was within published parameters, and demonstrated a clear understanding of turn circle entry and geometry.	Slow to recognize and react to changing aspect, angle off, and closure. Erratic power control resulted in less than optimum position.	Unable to maintain position. Failed to maintain safe separation. Compromised safety in an attempt to accomplish maneuvers. Exceeded aircraft or systems limits.
<b>102</b>	Area 102. Formation Approach.	Maintained fingertip position with only momentary deviations until stacking level. Made smooth or timely corrections. Monitored appropriate NAVAIDs and remained position aware. Configured when directed and maintained 10 to 25 feet separation.	Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not detract from the maneuver. Slow to make appropriate corrections.	Unable to maintain position. Failed to maintain safe separation. Compromised safety in an attempt to accomplish maneuver. Exceeded aircraft or systems limits.

<b>103</b>	Area 103. Formation Landing.	Maintained 10 to 25 feet wingtip separation, stacked level, maintained position throughout landing, with only momentary deviations. Made smooth or timely corrections. Did not become airborne after touch-down and maintained appropriate side of the runway.	Over controlled aircraft to the extent that formation position varied considerably. Made minor procedural errors that did not detract from the maneuver. Slow to make appropriate corrections.	Unable to maintain position. Failed to maintain safe separation. Compromised safety in an attempt to accomplish maneuver. Exceeded aircraft or systems limits.
<b>NAVIGATION</b>				
<b>104</b>	Area 104. Chart Preparation.	Prepared chart according to applicable directives to include the chart update manual.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.
<b>105</b>	Area 105. Flight Log (AF Form 70, <i>Pilot's Flight Plan and Flight Log</i> or approved flight planning log) Maintenance.	Updated log as soon as practical after passing each enroute fix with actual time of arrival, fuel remaining, and the estimated time of arrival to next fix.	Completed form in accordance with AFMAN 11-202 Volume 3, AFMAN 11-2T-6 Volume 3 or local directives. Made minor deviations that did not compromise safety.	Form was not completed in accordance with AFMAN 11-202 Volume 3, 11-2T-6 Volume 3 or local directives. Made major deviations or errors that could compromise safety.
<b>106</b>	Area 106. In-Flight Computations.	Made timely and accurate computations based on flight conditions.	Slow to compute necessary in-flight computations. Made only minor errors.	Omitted in-flight computations necessary for the safe conduct of the mission. Made major errors.
<b>107</b>	Area 107. Maintaining Course.	Maintained $\pm 2$ miles or $\pm 5$ degrees.	Maintained $\pm 3$ miles or $\pm 10$ degrees.	Exceeded Q-criteria.
<b>108</b>	Area 108. VFR Arrival.	Performed VFR arrival in accordance with procedures and techniques outlined in flight manual, operational	Performed VFR arrival with minor deviations to procedures and techniques outlined in flight manual, operational	VFR arrival was not performed according to procedures and techniques outlined in flight manual,

		procedures, and local directives.	procedures, and local directives.	operational procedures, and local directives.
<b>LOW-LEVEL NAVIGATION</b>				
<b>109</b>	Area 109. Route Entry.	Arrived at entry point $\pm 1$ nm.	Arrived at entry point $\pm 3$ nm or route corridor, whichever is less.	Exceeded Q-criteria.
<b>110</b>	Area 110. Altitude Control.	Maintain 500 to 1,500 feet above ground level unless obstacles or safety dictated.	Maintain no higher than 2,000 feet above ground level (1,500 feet for slow speed low altitude training routes) unless obstacles or safety dictated.	Exceeded Q-criteria.
<b>111</b>	Area 111. Time Control.	Reached each checkpoint $\pm 90$ seconds of planned time.	Reached each checkpoint $\pm 150$ seconds of planned time.	Exceeded Q-criteria.
<b>112</b>	Area 112. Course Control.	Maintained terrain awareness and planned course $\pm 2$ nm.	Deviations from course were recognized and corrected. Maintained course within route corridor limits.	Violated airspace restrictions. Exceeded Q-criteria.
<b>113</b>	Area 113. Wind Analysis.	Properly analyzed winds and made appropriate drift correction to stay on course.	Improper wind analysis or insufficient drift correction caused aircraft to be blown slightly off course.	Did not correct for winds.
<b>114</b>	Area 114. Dead Reckoning Procedures.	Navigated to planned check-points $\pm 2$ nm and remained geographically oriented.	Deviations in course or airspeed control led to the need for large corrections.	Failed to locate one or more checkpoints. Exceeded route corridor limits.
<b>115</b>	Area 115. Map Reading.	Able to read map and identify prominent landmarks without the use of navigational instruments.	Errors in procedures or techniques led to some disorientation.	Failed to recognize or misidentified checkpoints.
<b>116</b>	Area 116. In-Flight Data/Fuel Procedures.	Made timely and accurate updates based on flight computations.	Slow to compute necessary in-flight updates.	Omitted in-flight checks necessary for the safe conduct of the mission.



<b>117</b>	Area 117. Route Abort Procedures.	Climbed to an appropriate, safe recovery altitude. Read map and identified landmarks along route.	Was slow to attain appropriate safe recovery altitude. Was slow to identify correct landmarks on route.	Climbed to incorrect altitude for recovery. Was unable to maintain proper course on recovery.
<b>GENERAL KNOWLEDGE</b>				
<b>118</b>	Area 118. Emergency Procedures.	Correctly and immediately responded to boldface or critical action procedures and non-boldface emergency situations. Effectively used checklist.	Response to boldface or critical action procedures was correct but response to non-boldface procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made incorrect response for boldface or critical action procedures. Unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or content.
<b>119</b>	Area 119. General Knowledge: a. Aircraft General. b. Flight Rules/ Procedures. c. Local Area Procedures.	a. Had a thorough knowledge of aircraft systems, limitations, and performance characteristics. b. Had thorough knowledge of flight rules and procedures. c. Had a thorough knowledge of local procedures.	a. Had deficiencies in either depth of knowledge or comprehension. b. Had deficiencies in depth of knowledge. c. Had limited knowledge of local procedures.	a. Had unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics. b. Had inadequate knowledge of flight rules or procedures. c. Had inadequate knowledge of local procedures.
<b>120</b>	Area 120. Publications.	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not impact flight safety or mission accomplishment.	Publications were outdated and/or contained deficiencies that would impact flight safety or mission accomplishment.

<b>INSTRUCTION (IF APPLICABLE)</b>				
<b>121</b>	Area 121. Briefing/Debriefing:	Presented a comprehensive prebriefing to include mission and training objectives and sortie overview. Properly debriefed the mission and all training objectives. Properly assessed and debriefed sortie focus points while appropriately managing student's time. Made appropriate use of training aids.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing and did not lend to effectively identify or correct the root cause(s) of the student's errors. Poor use of training aids or reference material. Debrief failed to effectively manage student's time.
<b>122</b>	Area 122. Demonstration of Maneuvers.	Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated appropriate instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide inflight commentary. Demonstrated below average instructor proficiency.

<b>123</b>	Area 123. Instructor Knowledge.	Demonstrated in-depth knowledge of procedures, requirements, aircraft systems, performance characteristics, and mission beyond that expected of non-instructors.	Had deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems, performance characteristics, or mission.	Was unfamiliar with procedures, requirements, aircraft systems, performance characteristics, or mission. Lack of knowledge seriously detracted from instructor effectiveness.
<b>124</b>	Area 124. Ability To Instruct.	Demonstrated appropriate instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Was not aware of aircraft or mission situation at all times.
<b>125</b>	Area 125. Grading Practices.	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

MARK D. KELLY, Lt Gen, USAF  
Deputy, Chief of Staff Operations

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

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 21 September 2018.

AFI 11-202 Volume 2, *Aircrew Standardization and Evaluation Program*, 6 December 2018

AFMAN 11-202 Volume 3, *Flight Operations*, 8 May 2020

AFMAN 11-2T-6 Volume 3, *Operations Procedures*, 18 July 2016

AFPAM 11-205, *Aircrew Quick Reference to Aircraft Cockpit and Formation Flight Signals*, 9 August 2018

AETCMAN 11-248, *T-6 Primary Flying*, 17 August 2016

AFI 11-290, *Cockpit/Crew Resource Management Program*, 27 May 2020

AFI 33-360, *Publications and Forms Management*, 1 December 2015

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*

AF Form 70, *Pilot's Flight Plan and Flight Log*

AF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AFI**—Air Force Instruction

**AFPD**—Air Force Policy Directive

**CRM**—cockpit/crew resource management

**ELP**—emergency landing pattern

**EPE**—emergency procedures evaluation

**FE**—flight examiner

**GPS**—global positioning system

**INSTM**—instrument

**INSTR**—instructor

**KIAS**—knots indicated airspeed

**MAJCOM**—major command

**MAP**—missed approach point

**MDA**—minimum descent altitude

**MSN**—mission

**NAVAID**—navigational aid

**nm**—nautical mile

**OPR**—office of primary responsibility

**QUAL**—qualification

**RCP**—rear cockpit

**VDP**—visual descent point

**VFR**—visual flight rules

**VOR**—very high frequency omnidirectional range station