

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

**AIR FORCE MANUAL 11-2RC-26B  
VOLUME 2**



**8 APRIL 2020**

***Flying Operations***

**RC-26B AIRCREW EVALUATION  
CRITERIA**

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This manual implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and is consistent with Air Force Policy Directive 11-2, *Aircrew Operations*. This manual applies to all Regular Air Force, Air Force Reserve, and Air National Guard (ANG) aircrews operating the RC-26B aircraft. It is used in conjunction with AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. It establishes evaluation criteria for the operation of RC-26B aircraft to safely and successfully accomplish its mission. The reporting requirement in this publication is exempt from licensing in accordance with AFI 33-324, *The Air Force Information Collections and Reports Management Program*. This Manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code, Section 9013, and Secretary of the Air Force. The applicable SORN is available at: <http://dpelo.defense.gov/privacy/SORNS.aspx>. Ensure that 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 Air Force Records Information Management System Records Disposition Schedule. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate functional chain of command. Send comments and suggested improvements to this publication on AF Information Management Tool (IMT) 847, *Recommendation for Change of Publication*, to National Guard

Bureau (NGB)/A2/3/6/10 YM. NGB/A2/3/6/10YM will process recommendations in accordance with AFI 11-215, *Flight Manuals Program* (FMP). 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 Tier numbers. Submit request 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. Unless prescribed within this publication, requests for waivers must be submitted through chain of command to the OPR listed above for consideration and approval.

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

This document is substantially revised and must be completely reviewed. This revision reorganized the format of chapters and paragraphs for increased understanding. Additional grading areas have been added; Tier statements have been included.

|  |          |
|--|----------|
| <b>Chapter 1—GENERAL INFORMATION</b>                 | <b>5</b> |
| 1.1. General.....                                    | 5        |
| 1.2. Applicability. ....                             | 5        |
| 1.3. Keywords and definitions. ....                  | 5        |
| 1.4. Deviations and Waivers. ....                    | 5        |
| 1.5. Requisition and Distribution Procedures. ....   | 5        |
| 1.6. Improvement Recommendations. ....               | 5        |
| 1.7. Unit Standardization/Evaluation Programs.....   | 6        |
| 1.8. Evaluations.....                                | 6        |
| 1.9. Use The Aircrew Evaluation Worksheet. ....      | 6        |
| 1.10. Grading Policies.....                          | 6        |
| 1.11. Grading System. Note.....                      | 7        |
| 1.12. Evaluation Requirements.....                   | 8        |
| 1.13. Aircrew Testing. ....                          | 8        |
| 1.14. Flight Evaluation Folders (FEF). ....          | 10       |
| 1.15. Letter of Certification (“Letter of X’s”)..... | 10       |
| 1.16. Reviewing Officers. ....                       | 10       |

|   |           |
|---|-----------|
| <b>Chapter 2—Roles and Responsibilities</b>                     | <b>12</b> |
| 2.1. General. ....  | 12        |
| 2.2. MAJCOM/NGB A2/3/6/10.....                                  | 12        |
| 2.3. Operations Group Commander. ....                           | 12        |
| 2.4. OSS.....   | 12        |
| 2.5. RC-26B Det/Flt CCs Duties. ....                            | 12        |
| 2.6. Flight Examiners.....                                      | 12        |
| 2.7. Examinees.....   | 13        |
| <b>Chapter 3—PILOT EVALUATIONS</b>                              | <b>14</b> |
| 3.1. General. ....  | 14        |
| 3.2. General Criteria. ....                                     | 14        |
| Table 3.1. General Grading Criteria.....                        | 14        |
| 3.3. Pilot INSTM/QUAL Evaluations. ....                         | 14        |
| 3.4. Mission Evaluation. ....                                   | 14        |
| Table 3.2. Pilot Evaluation Requirements. ....                  | 15        |
| 3.5. Mission Pilot Upgrade Evaluations. ....                    | 17        |
| <b>Chapter 4—MISSION SYSTEMS OFFICER EVALUATIONS</b>            | <b>18</b> |
| 4.1. General. ....  | 18        |
| 4.2. Mission System Operator (MSO) QUAL/MSN Evaluation. ....    | 18        |
| 4.3. MSO MSN Profiles. Refer to Paragraph 3.4 for guidance..... | 18        |
| Table 4.1. MSO Evaluation Requirements. ....                    | 18        |
| <b>Chapter 5—INSTRUCTOR EVALUATIONS</b>                         | <b>20</b> |
| 5.1. Instructor (INSTR) Evaluation: ....                        | 20        |
| <b>CHAPTER 6—GRADING CRITERIA</b>                               | <b>21</b> |
| 6.1. General Information:.....                                  | 21        |
| Table 6.1. General Grading Criteria.....                        | 21        |
| Table 6.2. Mission Grading Criteria: .....                      | 29        |
| Table 6.3. Instructor Grading Criteria:.....                    | 32        |

|   |           |
|---|-----------|
| <b>CHAPTER 7—FLIGHT EXAMINERS</b>                                     | <b>34</b> |
| 7.1. General.....   | 34        |
| 7.2. Evaluations.....   | 34        |
| 7.3. Flight Examiner Upgrade program. ....                            | 34        |
| <b>Chapter 8—FORMAL VISITS</b>  | <b>36</b> |
| 8.1. Formal visits will be designed to: .....                         | 36        |
| 8.2. Purpose. ....  | 36        |
| 8.3. Notification procedures.....                                     | 36        |
| 8.4. Conduct of visits. ....  | 37        |
| 8.5. Team Chief. ....   | 38        |
| 8.6. Revisits.....  | 38        |
| 8.7. Staff Assistance Visits. ....                                    | 38        |
| 8.8. Informal Visits. ....  | 39        |
| 8.9. Formal Inspection Report Format. ....                            | 39        |
| <b>Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b> | <b>41</b> |
| <b>Attachment 2—RC-26B PILOT FLIGHT EVALUATION IMT</b>                | <b>44</b> |
| <b>Attachment 3—RC-26B MSO FLIGHT EVALUATION IMT</b>                  | <b>46</b> |
| <b>Attachment 4—FE OBJECTIVITY EVALUATION GRADING CRITERIA</b>        | <b>49</b> |
| <b>Attachment 5—STAN/EVAL BOARD MINUTES</b>                           | <b>51</b> |

## Chapter 1

### GENERAL INFORMATION

#### 1.1. General.

1.1.1. This AFMAN provides flight examiners and aircrews with procedures and evaluation criteria/tolerances to be used during flight evaluations required by AFI 11-202V2.

1.1.2. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capability of aircrews.

1.1.3. Evaluators shall use this AFMAN when conducting aircrew evaluations.

1.1.4. Instructors shall use this AFMAN when preparing aircrews for qualification.

**1.2. Applicability.** Copies should be available to all aircrew operating these aircraft.

#### 1.3. Keywords and definitions.

1.3.1. “Will” and “Shall” indicate a mandatory requirement.

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

1.3.3. “May” indicates an acceptable or suggested means of accomplishment.

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

#### 1.4. Deviations and Waivers.

1.4.1. Do not deviate from the policies and guidance in this AFMAN. Deviation may be necessary for safety or to protect the crew or aircraft from a situation not covered by this AFMAN and immediate action is required. Report deviations or exceptions without waiver through channels to NGB/A2/3/6/10Y.

1.4.2. If necessary, request waivers from NGB according to AFI 11-202V2, with info copies to Operational Support Squadron (OSS).

1.4.3. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, and 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 publication OPR for non-tiered compliance items.

#### 1.5. Requisition and Distribution Procedures.

1.5.1. Order this AFMAN through the servicing publications distribution office.

1.5.2. Unit commanders should provide copies for all aircrew and associated support personnel.

#### 1.6. Improvement Recommendations.

1.6.1. Send comments and suggested improvements to this publication on AF Information Management Tool (IMT) 847 to NGB/A2/3/6/10 YM.

1.6.2. NGB/A2/3/6/10 YM will process recommendations in accordance with AFI 11-215.

**1.7. Unit Standardization/Evaluation Programs.** RC-26B aircraft are assigned to units in various Major Commands. In order to standardize and document crewmember qualifications throughout the differing units, and to validate mission effectiveness, RC-26B Det/Flt CC will integrate RC-26B Standardization/Evaluation functions to align with OSS/OGV. **(T-2).**

### **1.8. Evaluations.**

1.8.1. Flight evaluations should be conducted on a dedicated training sortie and not scheduled during an operational mission. Photo targets for evaluations may be actual law enforcement agency support requests. No-Notice or SPOT evaluations may be conducted during operational missions, but will not interfere with mission accomplishment.

1.8.2. Pilots qualified in more than one Mission Design Series (MDS) aircraft must receive an instrument evaluation in the RC-26B. **(T-2).**

**1.9. Use The Aircrew Evaluation Worksheet.** Units will use the examples at [Attachment 2](#) or [Attachment 3](#) (or suitable substitute), to use as an evaluation worksheet. **(T-2).** Copy each title, area number, and text (in the order illustrated), and shading to the appropriate blocks. Units may add special interest items and/or local evaluation requirements. In-flight, use the worksheet to ensure all required areas are evaluated. Record positive and negative trend information and aircrew member's performance. **(T-2).** File the worksheet or draft copy of the AF Form 8, *Certificate of Aircrew Qualification*, in the aircrew member's Flight Evaluation Folder (FEF) immediately after the flight evaluation as a temporary record of the evaluation results. Maintain until the finished AF Form 8 is added to the FEF, then discard. **(T-2).**

### **1.10. Grading Policies.**

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

1.10.2. In order to receive a qualified grade on an evaluation, the aircrew must satisfy the criteria for an evaluation. Also, they must demonstrate the ability to operate the aircraft (to includes its equipment) safely and effectively during all phases of an evaluation. **(T-2).**

1.10.3. Use the grading criteria in [Chapter 6](#) of this publication to grade areas accomplished during an evaluation. **(T-2).**

1.10.3.1. When an in-flight evaluation of a required area is not possible, a verbal evaluation is acceptable. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision. **(T-2).** Document the reasons and type of alternative method used in the comments section of the AF Form 8. All Critical areas must be accomplished in-flight. **(T-2).**

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

1.10.3.3. For pilots only, when grading criteria recommend that airspeed control be evaluated, and the flight manual lists only minimum/maximum/recommended airspeeds for that area, the examinee will brief the desired airspeed. **(T-2).**

1.10.4. An instructor or flight examiner who is graded Q-2 or Q-3 on any evaluation will not perform instructor or examiner duties until the required training is complete and documented. **(T-2).**

**1.11. Grading System. Note :** This paragraph is for reference only and duplicates information in AFI 11-202V2 allowing the evaluator a single-source instruction to conduct an evaluation. When a conflict occurs, use AFI 11-202V2. **(T-2).**

1.11.1. Overall Qualification Levels.

1.11.1.1. Qualification Level 1 (Q-1). The aircrew member demonstrated desired performance and knowledge of procedures, equipment, and directives within tolerances specified in this publication. Qualification Level 1 will be awarded when no discrepancies were noted and may be awarded when discrepancies are noted if: **(T-2).**

1.11.1.1.1. The discrepancies resulted in no more than a “Q-” grade being given in any area(s).

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

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

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

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

1.11.1.2.2. A non-critical area grade of “U” was awarded.

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

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

1.11.1.3.1. A grade of “U” awarded in a critical area requires an overall “Q-3” for the evaluation.

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

1.11.1.4. The flight examiner will indicate all appropriate restriction(s) and additional training on the AF Form 8.

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

1.11.2.1. A “Q-” indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the flight examiner.

Deviations from established standards must not exceed the prescribed “Q-” tolerances or jeopardize flight safety.

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

1.11.3. Critical Action Procedures (CAPs). Grade either “Q” or “U.”

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

## **1.12. Evaluation Requirements.**

1.12.1. CAPs. Evaluate crewmember’s knowledge of CAPs on all recurring evaluations. Evaluation may be conducted during the ground or flight phase.

1.12.2. Ground Evaluation Areas. Conduct a ground evaluation during all evaluations to determine the crewmember’s overall general knowledge. The ground evaluation may be conducted prior to, during or after the flight evaluation.

1.12.3. Emergency Procedure Evaluation (EPE). Evaluate crewmember’s knowledge of emergency procedures on all recurring evaluations. Evaluation may be conducted during the ground or flight phase. **(T-3)**.

1.12.4. Publications Check. Individual publications are not required. For aircrew in units that do not issue individual publications, aircrew are still responsible for current and accurate publications or EFBs required for the mission.

1.12.5. Examinations. All crew members will complete open and closed book examinations as a requisite to periodic evaluations. Pilots will complete the instrument examination as a requisite to periodic Instrument (INSTM) evaluations. Qualification (QUAL) and Mission (MSN) examinations may be combined and given as one examination. **(T-2)**.

## **1.13. Aircrew Testing.**

1.13.1. Conducting and oversight of testing is the responsibility of the RC-26B Chief of Stan/Eval. All aircrew testing will be conducted/monitored by RC-26B Chief of Stan/Eval or a RC-26B Flight Examiner (FE). RC-26B Chief of Stan/Eval may designate a non FE test monitor when there is limited personnel. Testing may be accomplished with written or computer based examinations in accordance with AFI 11-202V2 Chapter 6 and this section.

1.13.2. Administrative Procedures.

1.13.2.1. Program Documentation. RC-26B detachments will document the unit-level aircrew examination program. **(T-2)**.



1.13.2.2. Computer-Based Examinations. OSS directed Stan/Eval software may fulfill the requirement for exams as outlined in this publication.

1.13.2.3. Retention of Examination Records. Retain graded exam answer sheets/computer records until the AF Form 8/8A is completed.

1.13.2.4. The RC-26B Det/Flt CC will provide a testing area within the RC-26B designated operations area. Testing will be conducted in the RC-26B testing area unless testing is required to be completed while Temporary Duty (TDY). **(T-2)**. If testing is conducted while TDY, monitoring is required by a Standardization Evaluation Flight Examiner (SEFE) or Chief of Stan/Eval designated test monitor.

1.13.2.5. Passing grade for written Examinations is 85%. Correct all examinations to 100%. Passing grade for Critical Action Procedures (CAPs) exams is 100%.

1.13.2.6. Crewmembers failing to attain passing grades will be re-tested using another version of the examination.

1.13.2.7. Crewmembers failing a requisite examination or CAPs examination will be grounded until the exam(s) are successfully re-accomplished. **(T-2)**.

### 1.13.3. Qualification Evaluations.

1.13.3.1. Open Book. The examination will consist of a minimum of 50 questions. **(T-2)**. The emphasis of open book exams is on regulations, technical orders, and instructions that may not require immediate recall or are not regularly referenced.

1.13.3.1.1. Each RC-26B unit will develop a Question Bank appropriate to local guidance.

1.13.3.1.2. Do not select open book questions from any closed book Master Question File (MQF).

1.13.3.2. Closed Book. Examination will consist of a minimum of 25 questions derived from the RC-26B Master Question File. **(T-2)**. Emphasis of closed book exams will be on aircraft systems and mission knowledge that the aircrew must immediately recall while airborne and/or key information from publications not available in-flight. Administration of the RC-26B MQF is the responsibility of OSS/OGV.

1.13.3.2.1. The MQF will include questions directly from aircraft flight manuals. All crewmembers will receive a copy of the MQF. **(T-2)**.

1.13.3.2.2. Local Procedures MQFs may be used to supplement the OSS/OGV approved MQF. Units may include any information necessary for safe flight and mission accomplishment not included in the OSS/OGV MQF. Local publications and unit supplements to AFI 11-2RC-26B Volume 3, *RC-26B Operations Procedures*, are examples of sources for the Local Procedures MQF.

1.13.3.3. CAPs. Examination will cover each CAPs applicable to an individual's specialty.

1.13.4. Instrument Evaluations. The examination will consist of a minimum of 50 questions. **(T-2)**. All questions are derived from AFMAN 11-210, *Instrument Refresher Program* (IRP). Questions may be downloaded from the AF Flight Standards web site. The Instrument exam will be conducted and/or monitored by RC-26B Chief of Stan/Eval or RC-26B SEFE or a

designated testing monitor within the RC-26B testing area. Test may be paper or computer based.

1.13.5. Instructor Evaluations. At least 10% of open book testing for instructors will include test questions specific to instructor duties and regulations. **(T-2)**. Open book MQFs will contain questions specific to instructor duties and regulations. **(T-2)**.

**1.14. Flight Evaluation Folders (FEF).** The following guidance supplements AFI 11-202V2 paragraph 7.8.

1.14.1. Section I (left side). This section contains AF Forms 942, *Record of Evaluation*, and any letters of certification, and backup electronic storage media (if used) in accordance with AFI 11-202V2 paragraph 7.8.

1.14.2. Section II (right side). This section contains the aircrew member's AF Forms 8, Certificates of Aircrew Qualification, and Memos for Record in accordance with AFI 11-202V2 paragraph 7.8.

**1.15. Letter of Certification ("Letter of X's").** Each unit will maintain a Letter of Certification for all RC-26B unit personnel and personnel attached to the RC-26B unit for flying. **(T-2)**. Units may use a locally produced format. The letter of certification does not replace documentation for training, certifications or evaluations normally located in FEFs and/or training folders. The Det/Flt CC will be the designated as the certifying official for the Letter of Certifications, and a copy will be provided to the OG/CC. **(T-2)**.

1.15.1. At a minimum, the following information will be annotated in the Letter of Certification: **(T-2)**.

1.15.1.1. Mission Certified Crewmembers.

1.15.1.2. Instructor Qualified Crewmembers.

1.15.1.3. Evaluator Certified Crewmembers.

1.15.1.4. FCF Certified Pilots/Crewmembers (if applicable).

1.15.1.5. Effective Date.

1.15.1.6. Instrument qualified crewmembers.

1.15.1.7. Touch and Go Certified.

1.15.1.8. NVG Takeoff and Landing Certified.

1.15.1.9. NVG Certified.

1.15.2. Changes to the qualifications/authorization which occur prior to the printing of a new Letter of Certification will be annotated and initialed by the certifying official. **(T-2)**. This letter will be certified and maintained in a suitable location. When FEFs are required to be carried on TDY, a copy of this certified letter/product will be included. **(T-2)**.

**1.16. Reviewing Officers.**

1.16.1. The final approving officer should be the first commander in the examinee's chain of command. For examinees at the wing level, this is the WG/OG/SQ/ CC or RC-26B Det/Flt CC, based on where the examinee is assigned. For evaluations involving these commanders

(examinee or examiner), use the next commander in the organization. Units will designate the final approving officer for WG/CC evaluations (e.g., WG/CV).

1.16.2. In no case will the flight examiner administering any part of the flight evaluation be the reviewing or approving officer. **(T-2)**.

1.16.3. Units will clearly spell out reviewing and final approving officer procedures in their unit addendum. For examinees above wing level, reviewing officers will be designated in the unit addendum. **(T-2)**. For examinees above wing level not assigned within the host unit's state, the final approving officer will be OSS/OGV. (T-2)

## Chapter 2

### ROLES AND RESPONSIBILITIES

**2.1. General.** This manual establishes requirements and grading criteria for ground and flight of initial, upgrade and periodic flight evaluations for RC-26B aircrew. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrew. FEs use this manual when conducting aircrew evaluations. Instructors use this manual when preparing aircrews for evaluation.

**2.2. MAJCOM/NGB A2/3/6/10.**

2.2.1. Responsible for the RC-26B mission design series aircraft and for establishing and standardizing aircrew evaluations in coordination with 186OG/DET-1.

2.2.2. Will coordinate all formal visits through the OG/CC of the flying unit to be visited. Formal visits will be coordinated with the unit and State Headquarters. The formal visit will be conducted by personnel from the OSS. (T-2). See [Chapter 8](#) for detailed instructions.

**2.3. Operations Group Commander.** The Operations Group Commander is responsible for establishing and maintaining the standardization and evaluation program and ensure FEs administer evaluations in accordance with AFI 11-202 V2 and this manual.

**2.4. OSS.**

2.4.1. Operational Support Squadron Standardization/Evaluation (OSS/OGV) will provide Standardization/Evaluation (Stan/Eval) and organization functions as outlined in AFI 11-202V2, in conjunction with unit Stan/Eval offices.

2.4.2. Flight Crew Information File (FCIF) items will be issued by OSS/OGV and are applicable to all USAF RC-26B aircraft.

2.4.3. Staff Assistance Visits. OSS/OGV and operational support squadron director of training may conduct Staff Assistance Visits (SAV) when requested by a unit. SAV may include any Stan/Eval or training related area the unit requests. Reports, if generated by a SAV, will be informal and for internal use only.

**2.5. RC-26B Det/Flt CCs Duties.**

2.5.1. Perform all applicable Squadron Commander duties found in AFI 11-202V2. (T-2).

2.5.2. Ensure RC-26B detachment conducts Stan/Eval functions as outlined in AFMAN 11-202V1 *Aircrew Training* section 3.3. Stan/Eval functions as outlined in AFMAN 11-202V1 section 3.3.

2.5.3. With Operations Group Commander (OG/CC) approval, designate in writing the most highly qualified and experienced instructors as RC-26B Flight Examiners (FEs). RC-26B FEs work with, but are not assigned to, OGV. Local RC-26B programs may have more than one FE per crew position.

**2.6. Flight Examiners.**

2.6.1. The flight examiner will brief the examinee on the conduct, purpose, and requirements of the evaluation as well as all applicable evaluation criteria, prior to flight. (T-3).

2.6.2. The flight examiner will ensure all required training and documentation are complete prior to initial or upgrade evaluations. **(T-2).**

2.6.3. The flight examiner will ensure the examinee is current for all events to be evaluated, unless requested by examinee and approved by examinee's commander. **(T-3).**

2.6.4. The flight examiner will inform the examinee of any unique requirements before the aircrew briefing. Any unique input to the planned profile should be communicated to the examinee no later than 24 hours prior to scheduled mission brief. **(T-3).**

2.6.5. The flight examiner will thoroughly debrief or critique all aspects of the flight. **(T-3).** During the critique, the FE will review the examinee's overall rating, specific deviations, area/subarea grades assigned, and any additional training required. **(T-3).**

2.6.6. The flight examiner must grade the areas listed as "required" in **Chapter 6** of this publication. **(T-3).**

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

2.6.8. Flight examiners will use the grading criteria in this publication to assist in determining proper grades. **(T-3).** Examiner judgment will determine the overall grade. **(T-3).**

2.6.9. Flight examiners will be current and qualified when administering evaluations. **(T-3).**

2.6.10. In the event of unsatisfactory performance, the flight examiner will determine additional training requirements. **(T-3).** Additional training may be accomplished on the same flight as the evaluation, provided the unique situation presents a valuable training opportunity (i.e., crosswind landings), and the discrepancy requiring the additional training will not result in overall Q-3 evaluation. This option requires flight examiner discretion and judicious application. The examinee must be informed when the additional training begins and ends.

2.6.11. Flight examiners will immediately notify the examinee's RC-26 Det/Flt CC, if available, when less than Q-1 performance is observed. **(T-3).**

2.6.12. Flight examiners will normally not evaluate personnel they have recommended for evaluation. **(T-3).** A Memo for Record, signed by the RC-26Det/CC, will be placed into the evaluate training folder explaining the circumstances under which a Flight Evaluator performs both the recommended flight and the evaluation.

## **2.7. Examinees.**

2.7.1. Examinees are responsible to accomplish all required mission planning in accordance with the aircrew position assigned during the evaluation. **(T-3).**

2.7.2. Examinees are responsible to brief all aspects of their portion of the mission. **(T-3).**

## Chapter 3

### PILOT EVALUATIONS

**3.1. General.** Grading criteria is defined in [Chapter 5](#) and [Table 3.1 \(T-2\)](#).

**3.2. General Criteria.** The flight examiner will apply the following criteria for grading all phases of flight except as noted for specific events or during observation operations using briefed minimum altitudes or airspeeds: **(T-2)**.

**Table 3.1. General Grading Criteria.**

|    |          |  |
|----|----------|--|
| Q  | Altitude | +/- 100 feet   |
|    | Airspeed | +10/-5 Knots Indicated Airspeed (KIAS)                     |
|    | Course   | +/- 5 degrees/2 Nautical Miles (nm) (whichever is greater) |
|    | Arc      | +/- 1 nm   |
| Q- | Altitude | +/- 200 feet   |
|    | Airspeed | +15/-10 knots  |
|    | Course   | +/- 10 degrees/5 nm (whichever is greater)                 |
|    | Arc      | +/- 2 nm   |
| U  |          | Exceeded Q- limitations                                    |

**3.3. Pilot INSTM/QUAL Evaluations.** The examinee will demonstrate the ability to operate the aircraft and accomplish all pilot or copilot duties safely and effectively in accordance with the applicable flight manuals, regulations, and directives. **(T-2)**. All initial and recurring evaluations include a qualification and instrument evaluation. To the maximum extent possible, INSTM evaluations should include approaches at airfields other than home field.

**3.4. Mission Evaluation.** Mission profiles that represent unit Designed Operational Capability (DOC) tasking or Concept of Employment roles satisfy the requirements of this evaluation. The profiles will be designed to evaluate mission qualifications as well as basic airmanship of Basic Mission Capable and Combat Mission Ready examinees. **(T-2)**. Profiles will be designed using current tactics, unit DOC tasking, Concept of Employment roles and Area of Responsibility commitments. Profiles will incorporate all appropriate evaluation requirements in [Table 3.1 \(T-2\)](#). MSN evaluations should be flown using the unit's tactics. Exceptions to the minimum number of targets are permitted for specialized missions. Successful acquisition of targets will be based on the requested intelligence information and/or FE judgment. FEs may assign targets in flight if required to complete evaluation profile and mission objectives. Initial MSN evaluations will be given in the primary DOC or Concept of Employment of the unit. **(T-2)**.

3.4.1. Minimum ground phase requisites are:

3.4.1.1. Emergency Procedure Evaluation (EPE) (incorporated with realistic mission scenarios).

## 3.4.1.2. Critical Action Procedures (CAP) examination.

3.4.2. Evaluation Profiles. FE judgment may be used to modify evaluation profiles based on local/theater operating considerations.

3.4.2.1. Intelligence, Surveillance and Reconnaissance (ISR). Units should primarily fly ISR evaluations during daytime to allow tasking of all sensor systems; however, units may fly night evaluations. Pre-planned or ad-hoc targets will be acquired and will satisfy applicable Essential Elements of Information (EEI). FEs may assign targets in flight. The pilot is responsible for positioning the aircraft to allow EEI satisfaction. Targets not acquired due to adverse weather, verified sensor malfunction, or threat reaction will not be graded as misses. **(T-2)**. Evaluation of core competencies and skills to acquire and collect EEI and data that would be used to provide functional and detailed post mission products is the desired goal. The production of post mission products is of importance.

3.4.2.1.1. Reconnaissance. A minimum of two targets will be assigned and successfully photographed or video recorded producing data and EEI that could be used for follow on missions. **(T-2)**.

3.4.2.1.2. Surveillance. A minimum of two ground areas of interest will be assigned, acquired, and video recorded producing pattern of life data and EEI. One target will be an area or structure and one target will be a dynamic vehicle. **(T-2)**.

**Table 3.2. Pilot Evaluation Requirements.**

| C – Critical Area      R – Required Area      * – Copilots not authorized |                              |      |       |     |
|---|------------------------------|------|-------|-----|
| AREA  | TITLE                        | QUAL | INSTM | MSN |
|   | <b>GENERAL</b>               |      |       |     |
| 1   | Safety                       | C    | C     | C   |
| 2   | Aircrew Discipline           | C    | C     | C   |
| 3   | Airmanship                   | C    | C     | C   |
| 4   | Mission Planning/Preparation | R    | R     | R   |
| 5   | Briefings                    | R    | R     | R   |
| 6   | Preflight                    | R    | R     | R   |
| 7   | Checklists                   | R    | R     | R   |
| 8   | Fuel Management              | R    | R     | R   |
| 9   | Comm/IFF/SIF                 | R    | R     | R   |
| 10  | After Landing/Post Flight    | R    | R     | R   |
| 11  | CRM                          | R    | R     | R   |
| 12  | Flight Leadership            | R    | R     | R   |

|             |                                      |             |              |            |
|-------------|--------------------------------------|-------------|--------------|------------|
| 13          | Debriefing/Critique                  | R           | R            | R          |
| 14          | Knowledge                            | R           | R            | R          |
| 15          | CAPs                                 | C           | C            | C          |
| 16          | Emergency Procedures                 | R           | R            | R          |
| 20          | Takeoff                              | R           | R            | R          |
| 21          | Landing                              | R           | R            | R          |
|             | <b>QUALIFICATION</b>                 |             |              |            |
| 21a         | Full Flap Landing                    | R           |              |            |
| 21b         | Half Flap Landing                    | R           |              |            |
| 21c         | No Flap Landing                      | R           |              |            |
| 22          | Simulated Single Engine Landing*     | R           |              |            |
| 23          | Go Around, Simulated Single Engine * | R           |              |            |
| 24          | VFR Traffic Patterns                 | R           |              |            |
|             | <b>INSTRUMENT</b>                    |             |              |            |
| 30          | Departure/Climb                      |             | R            |            |
| 31          | Cruise/Navigation                    |             | R            |            |
| 32          | Holding                              |             | R            |            |
| <b>AREA</b> | <b>TITLE</b>                         | <b>QUAL</b> | <b>INSTM</b> | <b>MSN</b> |
| 33          | Descent                              |             | R            |            |
| 34-35       | Precision Approach                   |             | R            |            |
| 36-40       | Non-Precision Approach               |             | R            |            |
| 41          | Missed Approach                      |             | R            |            |
| 42          | Circling Approach                    |             | R            |            |
|             | <b>MISSION</b>                       |             |              |            |



|    |  |  |  |   |
|----|--|--|--|---|
| 51 | Tactical Plan (Aircraft Commanders only)                 |  |  | R |
| 52 | Tactical Execution                                       |  |  | R |
| 53 | Radio Transmissions                                      |  |  | R |
| 54 | Visual/Traffic Collision Avoidance System (TCAS) Lookout |  |  | R |
| 55 | Mission ROE  |  |  | R |
| 60 | Target Talk On   |  |  | R |
| 62 | Aircraft Positioning                                     |  |  | R |

**3.5. Mission Pilot Upgrade Evaluations.** Mission pilot qualification evaluations will include at a minimum a QUAL Evaluation. This is a one-time check in which the examinee must demonstrate the ability to safely fly the aircraft from the left seat. **(T-2).**

## Chapter 4

### MISSION SYSTEMS OFFICER EVALUATIONS

**4.1. General.** Grading criteria is defined in [Chapter 6](#). (T-2).

**4.2. Mission System Operator (MSO) QUAL/MSN Evaluation.** The examinee must demonstrate the ability to accomplish all duties safely and effectively in accordance with the applicable flight manuals, regulations, and directives. (T-2).

**4.3. MSO MSN Profiles.** Refer to Paragraph 3.4 for guidance.

**Table 4.1. MSO Evaluation Requirements.**

| C – Critical Area    R – Required Area |                                   |          |
|--|-----------------------------------|----------|
| AREA                                   | TITLE                             | QUAL/MSN |
| 1                                      | Safety                            | C        |
| 2                                      | Aircrew Discipline                | C        |
| 3                                      | Airmanship/ Situational Awareness | C        |
| 4                                      | Mission Planning/Preparation      | R        |
| 5                                      | Briefings                         | R        |
| 6                                      | Preflight                         | R        |
| 7                                      | Checklists                        | R        |
| 9                                      | Comm/IFF/SIF                      | R        |
| 11                                     | Cockpit/Crew Resource Management  | R        |
| 13                                     | Debriefing/Critique               | R        |
| 14                                     | Knowledge                         | R        |
| 15                                     | CAPs                              | C        |
| 16                                     | Emergency Procedures              | R        |
| 51                                     | Tactical Plan                     | R        |
| 52                                     | Tactical Execution                | R        |
| 53                                     | Radio Transmissions               | R        |
| 55                                     | Mission ROE                       | R        |
| 56                                     | Photo/Video Target Acquisition    | R        |
| 57                                     | Surveillance Target Acquisition   | R        |
| 58                                     | EO/IR Sensor Operation/Tactics    | R        |
| 59                                     | Mission Data                      | R        |
| 60                                     | Target Talk On                    | R        |

|    |                      |   |
|----|----------------------|---|
| 61 | Post Mission Product | R |
|----|----------------------|---|

## Chapter 5

### INSTRUCTOR EVALUATIONS

**5.1. Instructor (INSTR) Evaluation:** Instructor evaluations will be conducted in accordance with AFI 11-202V2. Flight evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability. This is an evaluation in which the examinee must demonstrate ability to instruct at least one item from each type of evaluation category (Instrument / Qualification / Mission). Except for requirements delineated in [Table 3.2](#) for pilots and [Table 4.1](#) for MSOs, specific profiles and/or events will be determined by the flight examiner. All subsequent evaluations (for example, Instrument/Qualification, Mission) will include instructor portions during the evaluations. This may include a demonstration or a briefing of a maneuver or procedure. In all cases, the instructor will be required to perform at the instructor versus the basic level. Accomplish initial instructor evaluations on actual instructional missions whenever possible. When students are not available, the flight examiner may serve as the student for the purpose of evaluating the examinee's instructional ability. Instructor grading criteria is presented in [paragraph 6.4 \(T-2\)](#).

## CHAPTER 6

### GRADING CRITERIA

#### 6.1. General Information:

6.1.1. The grading criteria in this chapter define the areas that need to be evaluated for specific evaluations. Sections include general, mission, instructor, and FE objectivity grading criteria.

6.1.2. Areas marked (P) are for pilots/copilots only; areas marked (MSO) are for MSOs only. All other areas are common to all aircrews.

6.1.3. Where major areas are divided into sub-areas, only one grade will be assigned to the major areas. Discrepancies will be annotated by subarea on the back of the AF Form 8.

**Table 6.1. General Grading Criteria.**

|  |
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| <b>Area 1. Safety (Critical):</b>  |
| Q Aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.   |
| U Was not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment.   |
| <b>Area 2. Aircrew Discipline (Critical):</b>  |
| Q Demonstrated strict professional flight and crew discipline throughout all phases of the flight.   |
| U Failed to exhibit strict flight or crew discipline. Violated or ignored rules or regulations.  |
| <b>Area 3. Airmanship/Situational Awareness (Critical):</b>  |
| Q Executed the assigned mission in a timely, efficient manner. Demonstrated situational awareness throughout the mission and conducted the flight with a sense of understanding and comprehension. Aware of performance of self and other flight members.  |
| U Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that the mission or safety was compromised. Not aware of performance of self and other flight members.  |
| <b>Area 4. Mission Planning/Preparation:</b>   |
| Q Developed a sound plan to accomplish the mission. Checked all factors applicable to flight, for example: weather, notice to airmen, alternate airfields, flight logs, performance data, fuel requirements, maps, etc., in accordance with applicable directives. Developed or coordinated for mission products from a customer or mission planning cell. Aware of alternatives available, if flight cannot be completed as planned. Prepared at briefing time. |
| Q- Same as above, except minor errors or omissions that did not detract from mission effectiveness. Developed limited mission products or no coordinated mission products from customer or mission planning cell. Knowledge of performance capabilities or approved operating procedures marginal in some areas.   |

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| U Major errors or omissions that would preclude safe and effective mission accomplishment. Faulty knowledge of operating data or procedures. Did not develop mission products or coordinate for products from customer or mission planning cell. Not prepared at briefing time. Did not sign FCIF prior to flight. |
| <b>Area 5. Briefings:</b>  |
| a. Organization:   |
| Q Well organized and presented in a logical sequence.  |
| Q- Events out of sequence, hard to follow, some redundancy.  |
| U Disorganized. Illogical sequence during presentation caused confusion.   |
| b. Presentation.   |
| Q Presented briefing in a professional manner. Effective use of training aids. Crewmembers clearly understood mission requirements.  |
| Q- Did not make effective use of available training aids. Dwelled on non-essential mission items.  |
| U Did not use training aids. Redundant throughout briefing. Lost interest of crewmembers. Presentation created doubt or confusion.   |
| c. Mission Coverage:   |
| Q Established objectives for the mission. Presented all evaluation events and effective technique discussion for accomplishing the mission.  |
| Q- Omitted some minor evaluation events. Limited discussion of techniques.   |
| U Did not establish objectives for the mission. Omitted evaluation training events or did not discuss techniques.  |
| <b>Area 6. Preflight:</b>  |
| Q Completed aircraft systems preflight/inspections in accordance with aircraft operating manuals, checklists, and instructions. Individual technique complied with established procedures.   |
| Q- Minor deviations from established aircraft systems pre-flight/inspection. Individual technique was safe, but detracted from established procedures. Used individual technique instead of established procedure and was unaware of differences.  |
| U Failed to preflight critical component or could not conduct a satisfactory preflight/inspection. Individual techniques unsafe and/or in violation of established procedures.   |
| <b>Area 7. Checklists:</b>   |
| Q Consistently used the correct checklist and gave the correct response at the appropriate time throughout the mission.  |
| Q- Tended to make minor checklist deviations including incorrect or untimely responses.  |

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| U Consistently omitted checklist items. Unable to identify the correct checklist to use for a given situation. Did not ensure checklist was completed prior to event taking place.  |
| <b>Area 8. Fuel Management (P):</b>   |
| Q Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed Joker/Bingo calls.  |
| Q- Errors in fuel management procedures, which did not preclude mission accomplishment.   |
| U Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management precluded mission accomplishment. Did not adhere to briefed fuel requirements.   |
| <b>Area 9. Comm/Identification Friend or Foe (IFF)/Select Identification Feature (SIF):</b>   |
| Q Complete knowledge of and compliance with correct Comm/IFF/SIF procedures. Transmissions were concise with proper terminology. Complied with and acknowledged all required instructions.  |
| Q- Occasional deviations from correct procedures that required retransmissions or resetting codes. Slow in initiating required actions. Transmissions contained extraneous matter, were not in proper sequence, or nonstandard terminology used.  |
| U Incorrect procedures or poor performance precluded mission accomplishment or jeopardized safety.  |
| <b>Area 10. After Landing/Post flight (P):</b>  |
| Q Appropriate after landing and engine shutdown checks were accomplished. All required forms were complete, accurate and readable. Maintenance discrepancies were properly documented and debriefed.  |
| Q- Minor deviations or omissions were noted in performance of after landing or engine shutdown checks, which did not jeopardize safety. Minor errors or omissions in required forms and maintenance documents caused some information to be reported incorrectly or incompletely.                     |
| U Major deviations or omissions were made in performance of the after landing or engine shutdown checks, which would have jeopardized safety. Forms or maintenance documents were not accomplished or major errors or omissions caused significant information to be omitted or incorrectly reported. |
| <b>Area 11. Cockpit/Crew Resource Management:</b>   |
| Q A high level of skill in coordination, teamwork, and efficient flight operations.   |
| Q- Coordinated with other crewmembers with minor exceptions. Intra-crew communications were not clear or concise.   |
| U Breakdown in coordination with other crewmembers was detrimental to mission effectiveness or jeopardized safety.  |
| <b>Area 12. Flight Leadership (P):</b>  |
| Q Positively directed the flight during accomplishment of the mission and made timely inputs  |

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| to correct discrepancies when required. Made sound and timely in-flight decisions.   |
| Q- In-flight decisions delayed mission accomplishment.   |
| U Did not accomplish the mission or failed to correct in-flight discrepancies. In-flight decisions jeopardized mission accomplishment.   |
| <b>Area 13. Debriefing/Critique:</b>   |
| Q Thoroughly debriefed the mission (or applicable portions). Compared mission results with initial objectives that were established for the mission. Debriefed deviations. Offered corrective guidance as appropriate. |
| Q- Limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.   |
| U Did not debrief mission deviations or offer corrective guidance.   |
| <b>Area 14. Knowledge: (Units will ensure that all applicable subareas are evaluated.)</b>   |
| a. Aircraft General:   |
| Q Thorough knowledge of aircraft systems, limitations, and performance characteristics.  |
| Q- Knowledge of aircraft systems, limitations, and performance characteristics sufficient to perform the mission safely. Deficiencies either in depth of knowledge or comprehension.                                   |
| U Unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.   |
| b. Flight Rules/Procedures/Local Area Procedures:  |
| Q Thorough knowledge of flight rules, procedures, regulations, and directives.   |
| Q- Deficiencies in depth of knowledge. Unsure of some directives but could locate information in appropriate publication. Deficiencies did not jeopardize safety.  |
| U. Inadequate knowledge of flight rules and procedures. Could not locate them in appropriate publication in a timely manner. Jeopardized safety or mission success.  |
| <b>Area 15. CAPs (Critical):</b>   |
| Q Made correct immediate responses. Maintained aircraft control (P). Coordinated proper crew actions.  |
| U Incorrect sequence, unsatisfactory response, or unsatisfactory performance of corrective action.   |
| <b>Area 16. Emergency Procedures.</b>  |
| Applies to non-CAPs procedures and emergency procedures not associated with a specific system.   |
| Q Analyzed actual/simulated malfunctions and described steps for completing emergency procedures in correct sequence and in a timely manner. Used checklist and available aids.  |
| Q- Analyzed actual/simulated malfunction. Made minor omissions or deviations in describing steps of emergency procedure. Experienced delays, omissions or deviations in use of checklist or available aids.            |



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| U Was unable/failed to analyze a simulated or actual malfunction. Procedures were incorrect or omitted. Delayed response. Did not use checklist and/or available aids.  |
| <b>Area 20. Takeoff (P):</b>  |
| Q Maintained smooth, positive aircraft control throughout takeoff. Performed takeoff in accordance with flight manual and as published or directed.   |
| Q- Minor deviations from published procedures without affecting safety of flight. Aircraft control was safe but not consistently smooth and positive. Hesitant in application of procedures or corrections.                       |
| U Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Failed to establish proper climb attitude. Excessive deviation from intended flight path. Violated flight manual procedures. Exceeded Q- criteria. |
| <b>Area 21. Will use the following grading criteria (P):</b>  |
| Specific items to evaluate include threshold altitude/airspeed, alignment with runway, flare and touchdown, and landing roll.   |
| Q Performed landings as published/directed and met the following criteria:  |
| Airspeed +/- 5 knots.   |
| Distance from designated point down runway -500/+ 1000 ft.  |
| Distance left or right of centerline 15 ft.   |
| Q- Performed landings with minor deviations to procedures as published/directed. Exceeded Q criteria but not the following:   |
| Airspeed -5/+10 knots.  |
| Distance from designated point down runway -500/+2000 ft.   |
| Distance left or right of centerline 25 ft.   |
| U Landing was not performed as published/directed. Exceeded Q- parameters.  |
| <b>Area 21. Landing (P):</b>  |
| <b>Area 21a. Full Flap Landing (P):</b>   |
| <b>Area 21b. Half Flap Landing (P):</b>   |
| <b>Area 21c. No Flap Landing (P):</b>   |
| <b>Area 22. Simulated Single Engine Landing (P):</b>  |
| Specific items to evaluate include threshold altitude/airspeed, alignment with runway, flare and touchdown, and landing roll.   |
| Q Performed landings as published/directed and met the following criteria:  |
| Airspeed - 5/+10 knots.   |
| Distance from designated point down runway -500/+ 1000 ft.  |

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|---|
| Distance left or right of centerline 20 ft.   |
| Q- Performed landings with minor deviations to procedures as published/directed.  |
| Exceeded Q criteria but not the following:  |
| Airspeed –5/+15 knots.  |
| Distance from designated point down runway –500/+2000 ft.   |
| Distance left or right of centerline 30 ft.   |
| U Landing was not performed as published/directed. Exceeded Q- parameters.  |
| <b>Area 23. Go Around, Simulated Single Engine (P):</b>   |
| Q Initiated and performed go-around promptly in accordance with flight manual and operational procedures and directives.  |
| Q- Slow to initiate go-around or procedural steps.  |
| U Did not self-initiate go-around when appropriate or directed. Techniques inappropriate or applied incorrect procedures.   |
| <b>Area 24. VFR Traffic Patterns (P):</b>   |
| Q Performed traffic pattern and turn to final/final approach as published/directed. Aircraft control was positive and smooth. Constantly cleared area of intended flight.   |
| Q- Performed traffic pattern and turn to final/final approach with minor deviations to procedures as published/directed. Aircraft control was not consistently positive and smooth, but safe. Over/under shot final approach slightly but was safely able to land. Adequately cleared area of intended flight.                          |
| U Traffic pattern and turn to final/final approach were not performed as published/directed. Displayed erratic aircraft control. Over/under shot final approach by a wide margin. Did not clear area of intended flight. Exceeded Q- parameters.  |
| <b>Area 30. Departure/Climb (P):</b>  |
| Q Performed departure as published/directed and complied with all restrictions or controlling agency instructions. Made all required reports. Applied course/heading corrections promptly. Demonstrated smooth, positive aircraft control. Visually cleared the area, if Visual Meteorological Conditions (VMC).                        |
| Q- Performed departure as published/directed and complied with all restrictions. Was slow to comply with controlling agency instructions or unsure of reporting requirements. Was slow to apply course/heading corrections. Aircraft control was not consistently smooth and positive, but was safe. Visually cleared the area, if VMC. |
| U Failed to comply with published/directed departure instructions, controlling agency instructions. Accepted clearance, which could not be complied with. Aircraft control was erratic/unsafe. Did not visually clear the area, if VMC. Exceeded limits of Q-.  |
| <b>Area 31. Cruise/Navigation (P):</b>  |

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| Q Demonstrated satisfactory capability to navigate using all available means. Used appropriate procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace (i.e., military operating area, restricted area).         |
| Q- Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had minor difficulty in establishing/maintaining exact position, area, and course.  |
| U Major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Often unable to remain within the confines of assigned airspace or FE prompting required to maintain assigned airspace. |
| <b>Area 32. Holding (P):</b>   |
| Q Performed entry and holding in accordance with published procedures and directives. Holding pattern limits exceeded by not more than:  |
| Very high frequency Omnidirectional Radio (VOR) Leg timing: $\pm 15$ seconds.  |
| VOR/Distance Measuring Equipment (DME): $\pm 1$ nm.  |
| Q- Performed entry and holding procedures with minor deviations. Holding pattern limit exceeded by not more than:  |
| VOR Leg timing: $\pm 30$ seconds.  |
| VOR/DME: $\pm 2$ nm.   |
| U Holding was not in accordance with technical orders, directives, or published procedures. Exceeded Q- holding pattern limits.  |
| <b>Area 33. Descent (P):</b>   |
| Q Performed descent as directed. Complied with all restrictions. Visually cleared the area, if VMC. Accomplished required checks.  |
| Q- Performed descent as directed with deviations that did not affect mission accomplishment or compromise safety. Visually cleared the area adequately if VMC. Was slow to accomplish required checks.   |
| U Performed descent with major deviations. Did not accomplish required checks. Failed to visually clear the area if VMC.   |
| <b>Area 34. Precision Approach (P):</b>  |
| Only one precision approach, Precision Approach Radar (PAR) or Instrument Landing System (ILS), is required for the evaluation.  |
| Q Performed procedures as published/directed. Smooth and timely corrections to azimuth and glide slope. Complied with decision height. Position would have permitted a safe landing.   |
| Airspeed $\pm 10/-5$ knots.  |
| Glide slope within one dot.  |

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|--|
| Azimuth within one dot.  |
| Q- Performed procedures with minor deviations. Was slow to make corrections. Complied with decision height. Position would have permitted a safe landing.  |
| Airspeed $-5/+15$ knots.   |
| Glide slope within two dots above and one dot below.   |
| Azimuth within two dots deflection.  |
| U Performed procedures with major deviations. Made erratic corrections. Did not comply with decision height. Position would not have permitted a safe landing. Exceeded limits of Q-.  |
| <b>Area 35. Precision Approach Radar (PAR) (P):</b>  |
| <b>Note:</b> Only one precision approach, PAR or ILS, is required for the evaluation.  |
| Q Approach was in accordance with flight manual, directives and published procedures. Smooth and timely response to controller's instructions. Established initial glide path and maintained glide slope with minor deviations. Complied with decision height. Position would have permitted a safe landing. Elevation did not exceed slightly above or slightly below glide path. |
| Q- Performed approach with minor deviations. Slow to respond to controller's instructions and make corrections. Position would have permitted a safe landing. Elevation did not exceed well above or well below glide path. Initiated missed approach as directed or at decision height $+50/-0$ feet, if applicable.  |
| U Approach not in accordance with flight manual, directives or published procedures. Erratic course and glide slope corrections. Did not make corrections or react to controller's instructions. Did not comply with decision height and/or position would not have permitted a safe landing. Exceeded Q- limits.  |
| <b>Area 36 through 40 will use the following grading criteria:</b>   |
| <b>Note:</b> Only one non-precision approach is required for the evaluation.   |
| Non-Precision Approach (P):  |
| Q Approach was in accordance with published procedures. Used appropriate descent rate to arrive at Minimum Descent Altitude (MDA) at or before Visual Descent Point (VDP). Position permitted a safe landing. Maintained proper, briefed airspeed. Smooth and timely response to controller's instructions (for Airport Surveillance Radar (ASR) approach).                        |
| Airspeed $+10/-5$ knots.   |
| Heading/Course $\pm 5$ or degrees or less than half scale deflection of CDI.   |
| Altitude after reaching MDA and prior to MAP $-50/+100$ .  |
| Q- Performed approach with minor deviations. Arrived at MDA at or before the Missed Approach Point (MAP), but past the VDP. Initiated approach/go around or appropriate. Slow to respond to controllers instructions and make corrections.   |

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| Airspeed +15/-5 knots.   |
| Heading/Course +/-10 degrees or less than full scale deflection of CDI.  |
| Altitude after reaching MDA and prior to MAP -50/+150;   |
| U Approach not in accordance with flight manual, directives or published procedures. Maintained steady state flight below the MDA, even though the -50 foot limit was not exceeded. Could not land safely from approach and did not initiate missed approach/go-around when appropriate or directed. Exceeded Q- criteria. |
| <b>Area 36. VOR Approach (P):</b>  |
| <b>Area 37. Tactical Air Navigation (TACAN) Approach (P):</b>  |
| <b>Area 38. Localizer Approach (P):</b>  |
| <b>Area 39. ASR Approach (P):</b>  |
| <b>Area 40. Non-directional Beacon (NDB) Approach (P):</b>   |
| <b>Area 41. Missed Approach (P):</b>   |
| Q Executed missed approach as published/directed. Completed all procedures.  |
| Q- Executed missed approach with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.   |
| U Executed missed approach with major deviations. Failed to comply with published procedures, controller instructions, or flight manual procedures.  |
| <b>Area 42. Circling /Side-Step Approach (P) (Not required):</b>   |
| Q Performed circling/side-step approach in accordance with applicable flight manual procedures and techniques and AFMAN 11-217, <i>Flight Operations</i> . Aircraft control was positive and smooth. Proper runway alignment. Airspeed: +10/-5 KIAS.   |
| Q- Performed circling/side-step approach with minor deviations to applicable flight manual procedures and techniques and AFMAN 11-217. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but go-around not required. Airspeed: +15/-5 KIAS.   |
| U Circling/side-step approach not performed in accordance with applicable flight manual procedures and techniques and AFMAN 11-217. Erratic aircraft control. Large deviations in runway alignment required go-around.   |

**Table 6.2. Mission Grading Criteria:**

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| <b>Area 51. Tactical Plan:</b>   |
| Q Well-developed plan that included consideration of mission objectives and capabilities of all flight members. Addressed contingencies in development of plan.                      |
| Q- Minor omissions in the plan resulted in less-than-optimum achievement of objectives and detracted from mission effectiveness. Planned tactics resulted in unnecessary difficulty. |
| U Major errors in the plan precluded accomplishment of the stated objectives.  |

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| <b>Area 52. Tactical Execution:</b>  |
| Q Applied tactics consistent with current directives and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained awareness of situation.  |
| Q- Minor deviations from tactical plan which did not result in an ineffective mission. Slow to adapt to changing environment. Poor awareness of situation.   |
| U Unable to accomplish the mission due to major errors of commission or omission during execution of the plan. Lost awareness of situation.  |
| <b>Area 53. Radio Transmissions:</b>   |
| Q Radio communications (both internal and external) were concise, accurate, and effectively used to direct maneuvers or describe the tactical situation. Proper use of 3-1 comm.   |
| Q- Minor terminology errors or omission occurred, but did not significantly detract from awareness of situation, mutual support, or mission accomplishment. Extraneous comments over primary or secondary radios presented minor distractions. Minor use of 3-1 comm.                                |
| U Radio communications over primary/secondary radios were inadequate or excessive. Inaccurate or confusing terminology significantly detracted from mutual support, awareness of situation, or mission accomplishment. No 3-1 Comm used.   |
| <b>Area 54. Visual/TCAS Lookout (P):</b>   |
| Q Demonstrated thorough knowledge and effective application of Visual/TCAS lookout techniques for all phases of flight.  |
| Q- Demonstrated limited knowledge of visual/TCAS lookout techniques. Did not establish lookout responsibilities for all phases of flight. Slow to acquire targets to be avoided.   |
| U Demonstrated unsatisfactory knowledge and/or application of visual/TCAS lookout responsibilities.  |
| <b>Area 55. Mission Rules of Engagement (ROE):</b>   |
| Q Adhered to and knowledgeable of all ROE.   |
| Q- Minor deviations. Made timely and positive corrections. Did not jeopardize safety of flight.  |
| U Significant deviations indicating a lack of knowledge of ROE.  |
| <b>Area 56. Photo/Video Target Acquisition:</b>  |
| Q Successfully acquired and maintained in the Field of Vision (FOV) all assigned/attempted targets in accordance with mission requirements. Targets positioned within central 50 percent of FOV.   |
| Q- Target positioned outside central 50 percent of FOV but within central 80 percent of FOV. Photo/video should have been better but self-induced factor caused accurate interpretation beyond central 80 percent of FOV. Acquired greater than 50 percent of the assigned/attempted targets in FOV. |

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| U Target not completely within FOV. Self-induced factor caused target to be partially or completely out of frame. Acquired 50 percent or less of assigned/attempted targets.   |
| <b>Area 57. Surveillance Target Acquisition:</b>   |
| Q Successfully acquired and maintained in the FOV all assigned/attempted targets in accordance with mission requirements.  |
| Q- Acquired greater than 50 percent of the assigned/attempted targets, but not able to maintain targets in FOV. Minimal mission degradation.   |
| U Acquired 50 percent or less of assigned/attempted targets. Was not able to maintain acquired targets in the FOV. Unable to accomplish mission.   |
| <b>Area 58. EO/IR Sensor Operation/Tactics:</b>  |
| Q Correctly operated the sensor to acquire the target. Used optimal sensors and settings to maximize mission objectives. Was able to properly tune the sensor display to permit observation operations.                              |
| Q- Poor tuning of sensor hindered target identification degrading observation operations. Did not thoroughly understand tuning procedures.   |
| U Improper tuning of sensor prevented target identification. Poor use of level/gain controls created an unusable picture. Did not understand basic tuning controls and their function.   |
| <b>Area 59. Mission Data.</b>  |
| Q Correctly collected mission data to include photographs, video and points of interest and other Essential Elements of Information (EEI) required for post mission product.   |
| Q- Same as Q but with minor deviations. Missing photographs, video and points of interest and other EEI required for post mission product.   |
| U Failed to collect mission data to include photographs, video and points of interest) that would preclude the production of a post mission product.   |
| <b>Area 60. Target Talk On.</b>  |
| Q Provided accurate, timely, clear and concise talk on to all targets. Provided verbal updates confirming continued positive tally by other aircrew.   |
| Q- Minor omissions of verbal information during talk on and confirming communications that delays target acquisition or results in delay in acquiring/reacquiring dynamic targets that doesn't significantly affecting surveillance. |
| U Difficulty in providing target talk on or confirming communications that results in complete loss of dynamic target and inability to reacquire.  |
| <b>Area 61. Post Mission Product.</b>  |
| Q All collected data, EEI, and information saved on storage device and demonstrated transfer (upload) of information to Photographic Exploitation and Dissemination team or customer.  |
| Q- Same as Q with limited knowledge of upload procedures.  |

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| U No collected data, EEI saved on storage device.  |
| <b>Area 62. Aircraft Positioning.</b>  |
| Q. Maneuvered to clearly observe the target/attain EEIs, meet detection concern during all phases of the target prosecution.   |
| Q-. Observation position afforded less than optimal view of the target or deconfliction with participating aircraft. Occasionally out of position to attain EEIs or meet detection concern |
| U. Observation position did not allow an adequate view of the target. Observation position was inappropriate for attaining EEIs and/or meeting detection concern.                          |

**Table 6.3. Instructor Grading Criteria:**

|   |
|---|
| <b>Area 90. Mission Preparation:</b>  |
| Q Thoroughly reviewed student training folder. Ascertained student's present level of training. Assisted student in pre-mission planning and allowed student time for questions. Gave student a clear idea of mission training objectives.  |
| Q- Poorly prioritized training items. Training plan/scenario made poor use of time. Did not thoroughly review student training folder or correctly ascertain student's present level of training.   |
| U Did not ascertain student's present level of training. Did not assist student with pre-mission planning or did not allow time for questions. Failed to give student a clear idea of mission training objectives, methods, and sequence of events.   |
| <b>Area 91. Instructor Ability:</b>   |
| Q Demonstrated the ability to communicate effectively. Provided appropriate corrective guidance when necessary. Planned ahead and made timely decisions. Presented information in a timely and effective manner. Pointed out errors, but allowed student time to perform tasks and make errors in order to learn. |
| Q- Minor errors or omissions. Problems in communications or analysis degraded effectiveness of instruction. Slow to make decision, present information.   |
| U Showed an inability to effectively communicate and provide timely feedback to student. Did not provide corrective action when necessary. Did not plan ahead or anticipate student problems. Made no attempt to teach. Instructor ability very doubtful.   |
| <b>Area 92. Instructor Knowledge:</b>   |
| Q Demonstrated in-depth knowledge of procedures, publications, aircraft systems, techniques, performance characteristics, tactics, and missions beyond that expected of non-instructors.  |
| Q- Minor errors in knowledge of above areas that did not affect safety or adversely affect student progress.  |
| U Unfamiliar with procedures, publications, aircraft systems, techniques, performance characteristics, tactics and missions. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.  |



|   |
|---|
| <b>Area 93. Briefings/Critique:</b>   |
| Q Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Showed an excellent ability during the critique to reconstruct the flight, offer mission analysis, and provide corrective guidance when appropriate. Training grade reflected the actual performance of the student relative to standard. |
| Q- Minor errors or omissions in briefings and/or critique that did not affect safety or adversely affect student progress.  |
| U Briefings were marginal or nonexistent. Did not review student's training folder for past performance. Failed to critique student or analyze the mission. Training grade did not reflect actual performance of student. Over-looked or omitted major discrepancies.   |
| <b>Area 94. Forms Completion:</b>   |
| Q Completed all applicable forms in accordance with regulations and established procedures in a timely manner.  |
| Q- Completed all applicable forms in accordance with regulations and established procedures with minor deviations.  |
| U Did not complete forms or completed them with numerous, serious errors.   |
| <b>Area 95. Demonstration of Maneuvers/Procedures:</b>  |
| Q Performed required maneuvers/procedures within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.   |
| Q- Performed required maneuvers/procedures with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.  |
| U Did not perform maneuvers/procedures in prescribed parameters. In-flight commentary was not clear and confusing.  |

## CHAPTER 7

### FLIGHT EXAMINERS

#### 7.1. General.

7.1.1. RC-26B FEs work with, but are not assigned to, host unit OGV.

7.1.2. RC-26B Flight Examiners are authorized to administer evaluations to crewmembers assigned or attached to other RC-26B units. RC-26 Det/Flt CCs should brief host unit OG/CC before another unit FE administers an evaluation.

#### 7.2. Evaluations.

7.2.1. Unless otherwise specified, flight examiners may conduct the evaluation in any crew position/seat which will best enable the flight examiner to observe the examinee's performance.

7.2.2. An evaluation will not be changed to a training mission to avoid documenting substandard performance, nor will a training mission be changed to an evaluation. **(T-3).**

7.2.3. Rechecks will normally be administered by a flight examiner other than the one who administered the original evaluation. **(T-3).**

7.2.4. Flight examiner certification will be documented by a letter of certification (Letter of X's) prior to performing flight examiner duties. **(T-3).**

#### 7.3. Flight Examiner Upgrade program.

7.3.1. Only highly qualified and experienced instructors will be nominated to be Flight Examiners. Flight Examiner nominees will complete the following events prior to being certified as flight examiners. **(T-2).**

7.3.2. Open Book Flight Examiner Test-25 question test. Passing score is 85%, corrected to 100% through training by another flight examiner.

7.3.3. Meet with OG/CC and RC-26B Chief of Stan/Eval.

7.3.4. Flight Examiner "Buddy Flight" –The FE Nominee will observe another FE giving a check ride. **(T-3)** The FE nominee must observe the pre-brief and debrief. **(T-3).**

7.3.5. Flight Examiner Objectivity Evaluation: Use SPOT as the type of evaluation under the Ground or Flight Phase, then explain in the mission description that the evaluation was a SEFE Objectivity Evaluation.

7.3.5.1. An FE objectivity evaluation is a flight/ Emergency Procedure Evaluation (EPE) critique objectivity evaluation administered to a unit FE, or FE candidate, who is administering an evaluation. Overall rating for this type of an evaluation will be either qualified (Q-1) or unqualified (Q-3).

7.3.5.2. A qualified rating (Q-1) indicates that the FE complied with Higher Headquarters (HHQ) and local Stan/Eval directives, properly briefed and debriefed the examinee, correctly identified discrepancies, awarded the correct grade for each evaluated area, awarded the appropriate overall grade and, if required, assigned appropriate additional training.

7.3.5.3. An unqualified rating (Q-3) will be awarded when, in the FE's judgment, the candidate failed to satisfy the requirements of [paragraph 7.3.5.2](#). The OG/CC or RC-26 Det/Flt CC will determine the status of the candidate receiving an unqualified FE objectivity evaluation as applicable.

7.3.5.3.1. If the RC-26 Det/Flt CC is the lower level flight examiner receiving an unqualified SEFE Objectivity Evaluation, refer the RC-26 Det/Flt CC status to the OG/CC.

7.3.5.3.2. A SEFE receiving an unqualified rating will not sign the AF Form 8 for the direct evaluation examinee. The higher level SEFE giving the objectivity evaluation will sign both the examinee's AF Form 8 and the SEFE Objectivity AF Form 8. The higher level SEFE may correct the grade given by the lower level SEFE if the grade was erroneously assigned.

7.3.6. FE objectivity grading criteria is defined in [Attachment 4](#).

7.3.7. These evaluations do not fulfill the requirement of periodic evaluations required by this publication. FE objectivity evaluations will be documented on an AF Form 8.

## Chapter 8

### FORMAL VISITS

#### 8.1. Formal visits will be designed to:

- 8.1.1. Determine the effectiveness of the Stan/Eval program and compliance with unit addenda to this publication.
- 8.1.2. Assess the capability of the Chief of Stan/Eval, SEFEs, instructors and RC-26B unit crewmembers to evaluate, instruct and perform the RC-26B unit's assigned tasking.
- 8.1.3. Identify operational or training factors adversely affecting aircrew capability to accomplish the assigned mission and initiate corrective actions as required.
- 8.1.4. Verify aircrew compliance with approved operational procedures.
- 8.1.5. Provide meaningful feedback to commanders from a broad viewpoint as well as the specific evaluation of the existing inspection criteria. The RC-26B unit operation should be evaluated in light of the whole performance picture, not just those areas evaluated for which the RC-26B unit has prepared in anticipation of the formal Stan/Eval visit.

**8.2. Purpose.** Formal inspections will, at a minimum, ensure subordinate units are in compliance with this publication, MDS-specific grading criteria and appropriate ANG guidance.

8.2.1. The inspection will be administered by the OSS. **(T-2)**. The inspection team will consist of current and qualified RC-26B flight examiners in both pilot and MSO crew positions and enlisted administrative personnel. **(T-2)**.

8.2.2. OSS Detachment Commander will designate the inspection team chief and may request augmenter support from RC-26B field units. **(T-2)**.

#### 8.3. Notification procedures.

8.3.1. NGB/A2/3/6/10 will send a formal notification message/memorandum to the RC-26B unit with an info copy to State Headquarters 60 duty days before the visit. **(T-2)**. The intent of this message/memorandum is to confirm the dates of the visit and inform the RC-26B unit of the scope of the evaluation and support requirements. As a minimum, the message/memorandum will include the following: **(T-2)**.

8.3.1.1. Approximate number of team members.

8.3.1.2. Planned arrival date.

8.3.1.3. Number and types of planned flight and EP evaluations.

8.3.1.4. Support required as necessary.

8.3.1.5. Additional guidance on the selection of individuals and/or crews the inspection team desires to evaluate, to include the Chief of Stan/Eval and/or senior Stan/Eval crews.

8.3.1.6. Special Interest Items (SIIs).

8.3.1.7. Expected Grading Scale.

8.3.2. Fifteen duty days prior to the inspection, a follow-up message/memorandum will include name, rank, security clearance, restricted area badge number, and aircraft specialty code of each team member. **(T-2).**

#### **8.4. Conduct of visits.**

8.4.1. The "Overall Unit Rating" is based on compliance with all appropriate AFIs, manuals and guidance, the performance of flight examiners during objectivity evaluations, and the performance of assigned/attached aircrews during flight and EP evaluations. **(T-2).**

8.4.2. ANG Flying-Related Special Interest Items (SIIs). SIIs are established to focus attention on operations related areas and will be evaluated during formal visits. **(T-2),** Compliance will be reflected in all ratings and evaluations, and will be commented on separately in formal visit reports. **(T-2).**

8.4.3. Individuals and/or crews identified to be evaluated in the notification messages will, to the maximum extent possible, have all evaluation requisites, except those directed by the inspection team, completed prior to the formal visit to facilitate completion of AF Forms 8 prior to departure of the inspection team. **(T-2).**

8.4.3.1. Full notice evaluations are appropriate for those administered by unit flight examiners where a flight examiner will observe and administer a FE Objectivity Evaluation. The full flight evaluation profile should be planned by the examinee. These evaluations will constitute an evaluation of the examinee, the RC-26B unit flight examiner's objectivity, and the RC-26B unit's flight evaluation profiles. **(T-2).**

8.4.3.2. No-notice evaluations should be administered to individuals by notifying the RC-26B unit at an appropriate time (if the individual is already on the flying schedule) or by requesting that an individual be added to the next duty day's schedule for this purpose.

8.4.4. Grading. At the conclusion of the visit a unit-level overall grade will be awarded. **(T-2).** The team chief will provide feedback (oral or written) to the unit commander and staff. In addition, the team chief will release a written report following review and endorsement by NGB/A2/3/6/10. **(T-2)** The team chief will provide a copy of the written report to NGB/A2/3/6/10 Y, the inspected unit's TAG, Wing/CC, OG/CC, and RC-26B Det/Flt CC.

**(T-2).**

8.4.4.1. Individual programs will be awarded a grade in accordance with NGB/A2/3/6/10 guidance. **(T-2).**

8.4.4.2. Testing (25% of rating). The inspection team will administer a 25-question closed book examination and a CAPs examination to all available personnel, in the grade of O-5 and below, who are current and qualified to fly unsupervised in unit aircraft. **(T-2).**

8.4.4.2.1. Closed book test and CAPs examinations may be used to satisfy testing requirements for flight evaluations.

8.4.4.2.2. Tests will be derived from the RC-26B MQF. **(T-2).**

8.4.4.2.3. Separate pilot and MSO tests will be administered by the inspection team.

8.4.4.2.4. Minimum passing score is 85% for the closed book test and 100% for the CAPs examination.

8.4.4.2.5. Crewmembers failing closed book tests, or CAPs examinations, will be placed in supervised status until successful completion of unit closed book examinations. **(T-2).**

8.4.4.3. Flight Evaluations (50% of rating). Inspection team members may administer evaluations to any crewmember that is current and qualified. Emphasis will be to evaluate instructors and flight evaluators. The total number of evaluations and type will be at the discretion of the team chief.

8.4.4.3.1. The inspection team will complete AF Forms 8, Certificates of Aircrew Qualification, for all inspection evaluations prior to departure. **(T-2).**

8.4.4.3.2. At the unit commander's discretion, and with inspection evaluator's approval, evaluations administered by inspection flight examiners may be credited toward periodic evaluation requirements, if requisites have been accomplished.

8.4.4.4. Stan/Eval Program (25% of rating). All unit Stan/Eval, Training, Tactics, Safety, and Aircrew Resource Management System programs are subject to inspection. Units should expect to provide records verifying that all flights were conducted under proper authority, by qualified and current crewmembers, passing all Go/No-Go criteria prior to flight for the 60 duty day period prior to the inspection. Acceptable paperwork may include copies of Operational Risk Management (ORM), Flight plans, Flight Orders, Letter of X's, etc.

## **8.5. Team Chief.**

8.5.1. Formally in-brief the unit OG/CC and the RC-26B Det/Flt CC and staff.

8.5.2. Plan the number and types of evaluations to be conducted as well as which individuals will be evaluated.

8.5.3. Post-visit Responsibilities:

8.5.3.1. Write and distribute copies of the formal report to the appropriate State Adjutant General (TAG), and unit OGVs or DOVs.

8.5.3.2. Provide the RC-26B unit Chief of Stan/Eval copies of the formal report and completed AF Forms 8 for the evaluations given by the team members during the visit.

8.5.3.3. Discrepancies noted will be used for trend analysis if applicable.

## **8.6. Revisits.**

8.6.1. A supplemental visit will be made as soon as practical after an incomplete visit. **(T-2).**

8.6.2. Units receiving an overall non-pass rating will be scheduled for a follow-up visit within 6 months following the original visit. **(T-2).**

8.6.3. A 15 duty day notification memorandum/message will be sent prior to revisits in accordance with [paragraph 8.3.2](#) **(T-2).**

8.6.4. Reports from revisits will be addenda to the initial visit report.

## **8.7. Staff Assistance Visits.**

8.7.1. OSS Stan/Eval and training functions may conduct SAVs to solve specific problems or exchange information. SAVs may cover any Stan/Eval or training related area the unit desires.

8.7.2. OSS Stan/Eval should not conduct a SAV in the 6-month period prior to a formal Stan/Eval inspection.

**8.8. Informal Visits.** OSS staff may periodically visit and fly with units on an informal basis to accomplish continuation training, provide feedback to the units and evaluate specific areas of interest. Informal visits will be coordinated between OSS and RC-26B Det/Flt CCs, unless other procedures are established.

**8.9. Formal Inspection Report Format.**

8.9.1. The following format will be used for Formal Inspection Reports. **(T-2).**

8.9.1.1. Name, rank, and qualification of evaluating team members and their unit designations.

8.9.1.2. Visited unit designation and location.

8.9.1.3. Dates of the visit.

8.9.1.4. Overall rating.

**8.9.2. SECTION A. OVERALL (RATING) .**

8.9.2.1. Comment on overall unit performance. Comments can be subjective and should paint a broad picture of the unit's operations. Address the relationship of performance and program ratings to clarify the overall rating.

8.9.2.2. Supervision. Comment on leadership and supervision, particularly as it relates to the support of the Stan/Eval program.

8.9.2.3. Special Interest Items (SIIs). Comment on unit compliance with applicable SIIs.

**8.9.3. SECTION B. AIRCREW TESTING (RATING).**

8.9.3.1. Provide a synopsis of the testing process, including:

8.9.3.1.1. Average score by crew position, any unsatisfactory performance and trends, if any.

8.9.3.2. Cite any FINDINGS, RECOMMENDATIONS, or COMMENDABLE items.

**8.9.4. SECTION C. FLIGHT EVALUATIONS (RATING).**

8.9.4.1. Provide a synopsis of the flight evaluations, including:

8.9.4.1.1. Number, types, qualification levels and discrepancy areas, if any.

8.9.4.2. Cite any FINDINGS, RECOMMENDATIONS, or COMMENDABLE items.

**8.9.5. SECTION D. STAN/EVAL PROGRAM (RATING).**

8.9.5.1. Provide a synopsis of the unit's Stan/Eval program, including:

8.9.5.2. Flight Evaluation Folder (FEF) management, administration of evaluations, testing program and publications and technical Orders.

8.9.5.3. Also comment on the following areas, if inspected:

8.9.5.3.1. Training program, tactics program, safety program and Aircrew Resource Management System.

8.9.5.4. Cite any FINDINGS, RECOMMENDATIONS, or COMMENDABLE items.

**8.9.6. SECTION E. ADDITIONAL COMMENTS .**

8.9.6.1. Superior performers.

8.9.6.2. Limiting factors.

8.9.6.3. Other. Comments, concerns, observations, and recommendations may be included in this section if there is no other appropriate area in the report.

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



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

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

AFI 33-324, *The Information Collection and Reports Management Program*, 22 July 2019

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

AFMAN 11-202V1, *Aircrew Training*, 27 September 2019

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

AFMAN 11-217 *Flight Operations*, 10 June 2019

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

AFI 11-202V2, *Aircrew Standardization and Evaluation Program*, 6 December 2018

AFI 11-215, *Flight Manuals Program*, 25 March 2019

AFI 11-2RC-26B, Volume 3, *Operations Procedures*, 19 May 2006

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 4 October 2019

***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

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

AF Form 847, *Recommendation for Change of Publication*

AF Form 3862, *Flight Evaluation Worksheet*

AF Form 942, *Record of Evaluation*

***Abbreviations and Acronyms***

**AF**—Air Force

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**ANG**—Air National Guard

**ASR**—Airport Surveillance Radar

**ATD**—Aircrew Training Device

**CAP**—Critical Action Procedure

**CC**—Commander

**DOC**—Designed Operational Capability

**EEI**—Essential Elements of Information

**EPE**—Emergency Procedure Evaluation  
**FCIF**—Flight Crew Information File  
**FE**—Flight Examiner  
**FEF**—Flight Evaluation Folder  
**FOV**—Field of View  
**HHQ**—Higher Headquarters  
**ILS**—Instrument Landing System  
**INSTM**—Instrument  
**ISR**—Intelligence, Surveillance and Reconnaissance  
**MDA**—Minimum Descent Altitude  
**MDS**—Mission Design Series  
**MQF**—Master Question File  
**MSN**—Mission  
**MSO**—Mission Systems Officer  
**NDB**—Non-directional Beacon  
**NGB**—National Guard Bureau  
**OG**—Operations Group  
**OGV**—Operations Group Standardization/Evaluation  
**OSS**—Operational Support Squadron  
**PAR**—Precision Approach Radar  
**QUAL**—Qualification  
**ROE**—Rules of Engagement  
**SAV**—Staff Assistance Visits  
**SIIs**—Special Interest Items  
**SEFE**—Standardization Evaluation Flight Examiner  
**STAN/EVAL**—Standardization/Evaluation  
**TACAN**—Tactical Air Navigation  
**TAG**—The Adjutant General  
**TCAS**—Traffic Collision Avoidance System  
**TDY**—Temporary Duty  
**VDP**—Visual Descent Point  
**VMC**—Visual Meteorological Conditions

**VOR**—Very high frequency Omnidirectional Radio

*Terms*

**SEFE Objectivity Evaluation**—A SEFE Objectivity Evaluation is a flight/EPE/ATD critique objectivity evaluation administered to a lower echelon SEFE who is administering an evaluation.

# RC-26B PILOT FLIGHT EVALUATION IMT

| RC-26 TEMPORARY EVALUATION CERTIFICATION           |                                  |      |       |                                    |                          |             |                              |       |                     |
|--|----------------------------------|------|-------|------------------------------------|--------------------------|-------------|------------------------------|-------|---------------------|
| EXAMINEE FULL NAME LAST 4, UNIT                    |                                  |      |       | RANK                               |                          | FLIGHT TIME |                              | DATE  |                     |
| EXAMINER   |                                  |      |       | CREW POSITION<br>FP MC MP IP<br>FD |                          |             | OVERALL GRADE<br>Q-1 Q-2 Q-3 |       | NO NOTICE<br>YES NO |
| TYPE OF FLIGHT EVALUATION                          |                                  |      |       |                                    |                          |             |                              |       |                     |
|  | Initial Instrument/Qualification |      |       |                                    | Instrument Qualification |             |                              |       |                     |
|  | Initial Mission                  |      |       |                                    | Mission                  |             |                              |       |                     |
|  | Instructor Qualification         |      |       |                                    | Instructor               |             |                              |       |                     |
| GROUND PHASE TESTING                               |                                  |      |       |                                    |                          |             |                              |       |                     |
| Examination/Check                                  |                                  | Date | Grade |                                    | Examination/Check        |             | Date                         | Grade |                     |
| Closed Book  |                                  |      |       |                                    | EPE                      |             |                              |       |                     |
| Open Book  |                                  |      |       |                                    | IRC                      |             |                              |       |                     |
| CAPS   |                                  |      |       |                                    |                          |             |                              |       |                     |
| MISSION DESCRIPTION:                               |                                  |      |       |                                    |                          |             |                              |       |                     |
| DISCREPANCIES:                                     |                                  |      |       |                                    |                          |             |                              |       |                     |
| RECOMMENDED ADDITIONAL TRAINING/CORRECTIVE ACTION: |                                  |      |       |                                    |                          |             |                              |       |                     |
| Signature of Flight Examiner: _____                |                                  |      |       |                                    |                          |             |                              |       |                     |

**Figure A2.2. RC-26B Pilot Flight Evaluation IMT Format (Side 2).**

| AREAS/SUBAREAS                      | Q | Q- | U | REMARKS | AREAS/SUBAREAS                | Q | Q- | U | REMARKS |
|-------------------------------------|---|----|---|---------|-------------------------------|---|----|---|---------|
| <b>GENERAL</b>                      |   |    |   |         | <b>INSTRUMENT</b>             |   |    |   |         |
| 1. Safety                           |   |    |   |         | 30. Departure/Climb           |   |    |   |         |
| 2. Aircrew Discipline               |   |    |   |         | 31. Cruise/Navigation         |   |    |   |         |
| 3. Airmanship                       |   |    |   |         | 32. Holding                   |   |    |   |         |
| 4. Mission Planning Preparation     |   |    |   |         | 33. Descent                   |   |    |   |         |
| 5. Briefings                        |   |    |   |         | 34. Precision Approach (ILS)  |   |    |   |         |
| a. Organization                     |   |    |   |         | 35. Precision Approach (PAR)  |   |    |   |         |
| b. Presentation                     |   |    |   |         | 36. VOR Approach              |   |    |   |         |
| c. Mission Coverage                 |   |    |   |         | 37. TACAN Approach            |   |    |   |         |
| 6. Preflight                        |   |    |   |         | 38. LOC Approach              |   |    |   |         |
| 7. Checklists                       |   |    |   |         | 39. ASR Approach              |   |    |   |         |
| 8. Fuel Management                  |   |    |   |         | 40. NDB Approach/ND           |   |    |   |         |
| 9. Comm/IFF/SIF                     |   |    |   |         | 41. Missed Approach           |   |    |   |         |
| 10. After Landing/Post Flight       |   |    |   |         | 42. Circling Approach         |   |    |   |         |
| 11. Cockpit/CRM                     |   |    |   |         |                               |   |    |   |         |
| 12. Flight Leadership               |   |    |   |         | <b>MISSION</b>                |   |    |   |         |
| 13. Debriefing/Critique             |   |    |   |         | 51. Tactical Plan             |   |    |   |         |
| 14. Knowledge                       |   |    |   |         | 52. Tactical Execution        |   |    |   |         |
| a. Acft                             |   |    |   |         | 53. Radio Transmissions       |   |    |   |         |
| b. Flight Rules/Procedures          |   |    |   |         | 54. Visual/TCAS Lookout       |   |    |   |         |
| 15. CAPs                            |   |    |   |         | 55. Mission ROE               |   |    |   |         |
| 16. Emergency Procedures            |   |    |   |         | 60. Target Talk On            |   |    |   |         |
| 20. Takeoff                         |   |    |   |         | 62. Aircraft Positioning      |   |    |   |         |
| 21. Landing                         |   |    |   |         |                               |   |    |   |         |
| <b>QUALIFICATION</b>                |   |    |   |         |                               |   |    |   |         |
| 21a. Full Flap Landing              |   |    |   |         | <b>INSTRUCTOR</b>             |   |    |   |         |
| 21b. Half Flap Landing              |   |    |   |         | 90. Mission Preparation       |   |    |   |         |
| 21c. No Flap Landing                |   |    |   |         | 91. Instructor Ability        |   |    |   |         |
| 22. Simulated Single Engine landing |   |    |   |         | 92. Instructor Knowledge      |   |    |   |         |
| 23. Go Around, Sim Single Engine    |   |    |   |         | 93. Briefings/Critique        |   |    |   |         |
| 24. VFR Traffic Pattern             |   |    |   |         | 94. Forms Completion          |   |    |   |         |
|                                     |   |    |   |         | 95. Demo Maneuvers/Procedures |   |    |   |         |
|                                     |   |    |   |         |                               |   |    |   |         |
|                                     |   |    |   |         |                               |   |    |   |         |
|                                     |   |    |   |         |                               |   |    |   |         |
|                                     |   |    |   |         |                               |   |    |   |         |
|                                     |   |    |   |         |                               |   |    |   |         |

AF FORM 3862, OCT 2017
AF FORM 3862, OCT 2017

# RC-26B MSO FLIGHT EVALUATION IMT

| RC-26 TEMPORARY EVALUATION CERTIFICATION           |                            |       |                           |             |                              |                     |
|--|----------------------------|-------|---------------------------|-------------|------------------------------|---------------------|
| EXAMINEE FULL NAME LAST 4, UNIT                    |                            |       | RANK                      | FLIGHT TIME |                              | DATE                |
| EXAMINER   |                            |       | CREW POSITION<br>MW IW EW |             | OVERALL GRADE<br>Q-1 Q-2 Q-3 | NO NOTICE<br>YES NO |
| TYPE OF FLIGHT EVALUATION                          |                            |       |                           |             |                              |                     |
|  | Initial Msn /Qualification |       |                           |             |                              |                     |
|  | Mission Qual               |       |                           |             |                              |                     |
|  | Instructor Qualification   |       |                           |             |                              |                     |
| GROUND PHASE TESTING                               |                            |       |                           |             |                              |                     |
| Examination/Check                                  | Date                       | Grade | Examination/Check         | Date        | Grade                        |                     |
| Closed Book  |                            |       | EPE                       |             |                              |                     |
| Open Book  |                            |       |                           |             |                              |                     |
| CAPS   |                            |       |                           |             |                              |                     |
| MISSION DESCRIPTION:                               |                            |       |                           |             |                              |                     |
| DISCREPANCIES:                                     |                            |       |                           |             |                              |                     |
| RECOMMENDED ADDITIONAL TRAINING/CORRECTIVE ACTION: |                            |       |                           |             |                              |                     |
| Signature of Flight Examiner: _____                |                            |       |                           |             |                              |                     |

Figure A3.2. RC-26B MSO Flight Evaluation IMT Format (Side 2).

| AREAS/SUBAREAS                      | Q | Q- | U | REMARKS |
|-------------------------------------|---|----|---|---------|
| <b>GENEREL</b>                      |   |    |   |         |
| 1.Safety                            |   |    |   |         |
| 2. Aircrew Discipline               |   |    |   |         |
| 3. Airmanship/Situational Awareness |   |    |   |         |
| 4. Mission Planning Preparation     |   |    |   |         |
| 5. Briefings                        |   |    |   |         |
| a. Organization                     |   |    |   |         |
| b. Presentation                     |   |    |   |         |
| c. Mission Coverage                 |   |    |   |         |
| 6. Preflight                        |   |    |   |         |
| 7. Checklists                       |   |    |   |         |
| 9. Comm/IFF/SIF                     |   |    |   |         |
| 11. Cockpit/CRM                     |   |    |   |         |
| 13. Debriefing/Critique             |   |    |   |         |
| 14. Knowledge                       |   |    |   |         |
| a. Acft                             |   |    |   |         |
| b. Flight Rules/Procedures          |   |    |   |         |
| 15. CAPs                            |   |    |   |         |
| 16. Emergency Procedures            |   |    |   |         |
|                                     |   |    |   |         |

|                                      |  |  |  |
|--------------------------------------|--|--|--|
| <b>MISSION</b>                       |  |  |  |
| 51. Tactical Plan                    |  |  |  |
| 52. Tactical Execution               |  |  |  |
| 53. Radio Transmissions              |  |  |  |
| 55. Mission ROE                      |  |  |  |
| 56. Photo/Video Target Acquisition   |  |  |  |
| 57. Surveillance Target Acquisition  |  |  |  |
| 58. EO/IR Sensor Operations/ Tactics |  |  |  |
| 59. Mission Data                     |  |  |  |
| 60. Target Talk On                   |  |  |  |
| 61. Post Mission Product             |  |  |  |
|                                      |  |  |  |
| <b>INSTRUCTOR</b>                    |  |  |  |
| 90. Mission Preparation              |  |  |  |
| 91. Instructor Ability               |  |  |  |
| 92. Instructor Knowledge             |  |  |  |
| 93. Briefings/Critique               |  |  |  |
| 95. Demo Maneuvers/Procedures        |  |  |  |



## Attachment 4

## FE OBJECTIVITY EVALUATION GRADING CRITERIA

**A4.1. Instructions.** The following grading criteria will be used by SEFEs when conducting SEFE Objectivity Evaluations. A grade of Q- with corrective training or a U in any area will require an overall rating of "3." Cumulative deviations will be considered when determining the overall rating of either "1" or "3."

Table A4.1. Criteria.

|   |
|---|
| <b><i>AREA 1--COMPLIANCE WITH STAN/EVAL DIRECTIVES</i></b>  |
| <b>Q</b> Complied with all directives pertaining to the administration of a flight evaluation.  |
| <b>Q-</b> Complied with most directives. Deviations did not jeopardize the effectiveness of the evaluation or flight safety.  |
| <b>U</b> Failed to comply with directives or allowed flight safety to be jeopardized.   |
| <b><i>AREA 2--FLIGHT EXAMINER'S BRIEFING</i></b>  |
| <b>Q</b> Thoroughly briefed the examinee on the conduct of the evaluation, mission requirements, responsibilities, grading criteria, and flight examiner actions/position during the evaluation.                            |
| <b>Q-</b> Items were omitted during the briefing causing minor confusion. Did not fully brief the examinee as to the conduct and purpose of the evaluation.   |
| <b>U</b> Flight examiner failed to adequately brief the examinee.   |
| <b><i>AREA 3--IDENTIFICATION OF DISCREPANCIES AND ASSIGNMENT OF AREA GRADES</i></b>   |
| <b>Q</b> Identified all discrepancies and assigned proper area grade.   |
| <b>Q-</b> Most discrepancies were identified. Failed to assign Q grade when appropriate. Assigned discrepancies for performance which was within standards.   |
| <b>U</b> Failed to identify discrepancies related to flight discipline or deviations which merited an unqualified grade. Assigned Q- grades which should have been U or assigned U grades for performance within standards. |
| <b><i>AREA 4--ASSESSMENT OF OVERALL PERFORMANCE</i></b>   |
| <b>Q</b> Awarded the appropriate overall grade based on the examinee's performance.   |
| <b>Q-</b> Awarded an overall grade without consideration of cumulative deviations in the examinee's performance.  |
| <b>U</b> Did not award a grade commensurate with overall performance.   |
| <b><i>AREA 5--APPROPRIATE ASSIGNMENT OF ADDITIONAL TRAINING</i></b>   |
| <b>Q</b> Assigned proper additional training if warranted.  |
| <b>Q-</b> Additional training assigned was insufficient to ensure the examinee would achieve proper level of qualification.   |

|   |
|---|
| U Failed to assign additional training when warranted.  |
| <b><i>AREA 6--MISSION CRITIQUE</i></b>  |
| Q Thoroughly debriefed the examinee on all aspects of the evaluation. Debriefed all key mission events, providing instruction and references as required.                                     |
| Q- Failed to discuss all deviations and assigned grades. Did not advise the examinee of additional training, if required. Failed to debrief or adequately reconstruct all key mission events. |
| U Did not discuss any assigned area grades or the overall rating. Changed grades without briefing the examinee. Did not debrief mission at all. Debriefed few or no key mission events.       |
| <b><i>AREA 7--FLIGHT/EPE/ATD EVALUATION DOCUMENTATION</i></b>   |
| Q Correctly completed all required documentation.   |
| Q- Minor errors in documentation which did not affect the validity of the evaluation.   |
| U Failed to complete all required documentation. Major errors caused the validity of the evaluation to be questioned.   |
| <b><i>AREA 8--BRIEFING THE SUPERVISOR ON THE EVALUATION</i></b>   |
| Q Thoroughly debriefed the examinee's supervisor.   |
| Q- Debriefed the supervisor, but failed to discuss all discrepancies, grades, or additional training.   |
| U Failed to debrief the examinee's supervisor on an unsatisfactory evaluation.  |
| <b><i>AREA 9--SEFE'S PERFORMANCE</i></b>  |
| Q SEFE performed as briefed and contributed to a thorough evaluation of the examinee.   |
| Q- Committed minor errors which did not detract from the examinee's performance.  |
| U Committed major errors disrupting the examinee's performance or preventing a thorough evaluation.   |

**Attachment 5****STAN/EVAL BOARD MINUTES**

**A5.1. The information in Figure A5.1** is an example of the minimum information a Board should address.

**Figure A5.1. Board Minutes.**

MEMORANDUM FOR (SEE DISTRIBUTION)

FROM: (UNIT'S COMPLETE ADDRESS)

SUBJECT: STAN/EVAL BOARD MINUTES

1. Personnel Attending: (name and organization)

2. Overview:

a. Manning. (Enter any Stan/Eval manning problems discussed or deviations from authorized manning. Record all current flight examiners including attached HHQ and/or attached squadron flight examiners.) Include any OG/CC designated additional OGV flight examiners.

b. Summary.

(1) Evaluations. Report EPEs and Flight evaluations by crew position and type of evaluation (INSTM, QUAL and MSN as outlined in the appropriate AFI 11-2MDS Vol 2). Include SPOT, N/N, and INIT INSTR evaluations, when applicable. Show qualification levels, sub-levels and rates (Rate = # given divided by total given).

(a) Q1s

(b) Q2s

(c) Q3s

(d) Total evaluations for each crew position

(2) Examinations. Report examination results by crew position and type of examination (open book, closed book, instrument and CAPs).

(3) Waivers and Extensions. Identify all waivers and extensions as identified in this AFMAN.

(4) Trends. Identify new, continuing and resolved trends. Where necessary, report corrective action as OPEN/CLOSED, the OPR(s) and any suspense date.

(5) Report progress toward achievement of no-notice requirements, if applicable.

c. Stan/Eval Program Inspections and Reviews (if applicable).

d. Aircrew Flight Publications. Review open AF Forms 847.

e. Supplementary Evaluations. Report results of evaluations conducted at both the OGV and squadron level.

3. Old Business. Enter the disposition of any items left open at the last Board meeting. If final action was taken on an item during the quarter, state the action taken and then close the item if closure is approved by the Board Chairman. If an item remains open, list the action taken since the last Board. Findings from formal Stan/Eval inspections will be addressed and covered until they are closed out.

4. New Business. Enter all new business discussed during the Board. The new business items are those included on the published agenda along with any unplanned items discussed.

5. Other: This is an optional paragraph that can be used as necessary.

6. Problems Requiring HHQ Assistance: Enter problems that, based on Board resolution, require HHQ assistance. The assistance may be in any form (for example, staff assistance visit requests, clarification of directives, change of directives, and so forth).

(SIGNATURE BLOCK)

Attachments:

1. Board Agenda
2. Flight Examiner Roster Reviewed
3. As Required