

Flying Operations

**AIRCREW STANDARDIZATION/EVALUATION PROGRAM  
EVALUATION CRITERIA--COUNTERDRUG C-26 AIRCRAFT**

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This instruction implements AFD 11-4, and is the initial issue of the National Guard Bureau's Counterdrug (CD) C-26 tactical Standardization/Evaluation program.

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**Chapter 1**

**GENERAL INFORMATION**

**1.1. General.** For references, abbreviations, acronyms, and terms, see attachment 1. All evaluations will be conducted IAW the provisions of AFI 11-408, *Aircrew Standardization/Evaluation Program, Organization and Administration*, and this instruction. Flight evaluations will be a dedicated sortie and not accomplished in conjunction with an actual drug law enforcement agency (DLEA) support mission. However, photo targets for flight evaluations may be actual DLEA photo support requests. No-notice evaluations may be conducted during actual DLEA missions.

**1.2. Recommended Changes/Waivers.** Recommendations for improvements to this instruction will be submitted on AF Form 847, *Recommendation for Change of Publication (Flight Publication)*. Waivers will be requested from NGB-CDO-A.

**1.3. Procedures:**

1.3.1. Stan/Eval Flight Examiners (SEFEs) will use the evaluation criteria contained in chapter 3 of this document for conducting all flight and emergency procedure evaluations for tactical qualification in CD C-26s. To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

1.3.2. Recording devices (VTRs, tape recorders) should be used to reconstruct/evaluate the mission.

1.3.3. Unless specified, the examinee or SEFE may fly in any flight position/seat which will best enable the SEFE to conduct a thorough evaluation. CD Evaluator Pilots (EP)/Instructor Pilots (IP) may be evaluated while flying from either pilot seat position. SEFE must be qualified in the seat position he occupies while evaluating crew members.

1.3.4. Prior to flight, the SEFE will explain the purpose of the flight and how it will be conducted. The examinee will accomplish all flight planning for their positions.

1.3.5. Required areas are shown in tables 2-1. and 2-2. When it is impossible to evaluate a required area in flight due to equipment malfunctions, operational requirements, or weather conditions, it will be evaluated by an alternate method (i.e., oral examination) in order to complete the check ride and will be documented in the additional comments portion of the AF Form 8.

1.3.6. The SEFE will thoroughly critique all aspects of the flight. During this critique, the SEFE will review the examinees's overall rating, specific deviations, area grades assigned, and any required additional training.

**1.4. Grading Instructions:**

1.4.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations from tolerances will not be considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Cumulative deviations will be considered when determining the overall grade.

1.4.2. When necessary to accomplish a maneuver, the desired airspeed will be briefed by the examinee.

1.4.3. Upon completion of the flight, the SEFE will compare the examinee's performance for each area with the standards provided and assign an appropriate grade for the area. The overall flight evaluation grade is derived from the area grades and is based on a composite for the observed events and tasks IAW AFI 11-408 and this publication.

1.4.4. The judgment of the SEFE will be the determining factor in arriving at the overall grade. To the maximum extent possible, flight examiners will use the grading criteria in this volume to determine individual area grades. Due to the subjective wording of many areas, not all situations will be specifically covered and SEFE judgment must be exercised in those areas.

1.4.5. Critical Areas. Critical areas are identified IAW Table 2.1. and 2.2. of this document. If the examinee receives an unqualified area grade in any of the critical areas, an overall unqualified grade will be assigned.

1.4.6. General Criteria. The following general criteria may be applied during photographic passes or when requested by ATC to complete a maneuver. Normally, tactical surveillance operations are fluid events and briefed minimum altitudes or airspeeds apply to safely accomplish the mission:

Q Altitude +/- 200 feet  
Airspeed +/- 5 percent  
Course +/- 5 degrees

Q- Altitude +/- 300 feet  
Airspeed +/- 10 percent  
Course +/- 10 degrees

U Exceeded Q- limits

**1.5. Emergency Procedures Evaluation (EPE).** If available, the aircraft may be used to conduct the EPE. If not, the EPE will be given orally. This evaluation will include areas commensurate with examinee's crew positions. EPEs may be administered by MSOs to pilots, and vice versa, when the evaluator is currently qualified in both crew positions.

1.5.1. The following items will be included on all emergency procedures evaluations:

1.5.1.1. Aircraft Systems Knowledge.

1.5.1.2. Emergency Procedures. Evaluate a minimum of two emergency procedures per flight. One of the two procedures will be Bold Face/Critical Action Procedures (CAPs), if applicable. Grade Bold Face/CAPs either "Q" or "U".

1.5.1.3. Crew Coordination (if applicable).

1.5.2. The following items should be included on the emergency procedures evaluation given as a requisite to the mission evaluation. Mission evaluation scenarios should be tailored to unit tasking and include areas not normally evaluated in flight.

1.5.2.1. Sensor system operation.

#### 1.5.2.2. Switchology.

1.5.3. Examinees receiving an overall unqualified grade will be placed in supervised status until recommended additional training is accomplished and a reevaluation is successfully accomplished. Examinees receiving an overall unqualified grade because of an unsatisfactory Bold Face Emergency/Critical Action Procedure accomplishment will not be permitted to fly in their aircrew position until a successful reevaluation is accomplished.

1.5.4. For EPEs which result in qualified with additional training, the SEFE will indicate whether the additional training needs to be accomplished before the flight evaluation.

1.5.5. Additional training and reevaluations will be accomplished IAW AFI 11-408.

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## Chapter 2

### EVALUATION REQUIREMENTS

#### 2.1. General:

2.1.1. All evaluations will follow the guidelines set forth in AFI 11-408. The procedures and flight profiles outlined in this chapter apply to all ANG Counterdrug (CD) C-26 operations. Evaluation requirements are depicted in tables 2-1. and 2-2. Before the mission briefing, the SEFE will ensure the examinee understands which areas will be evaluated. The criteria in chapter 3 of this document will be used to evaluate the mission.

2.1.2. Areas indicated with an "R" are required items for that specific area which must be evaluated to complete the checkride. All required areas must be included in the flight evaluation profile. However, if it is impossible to accomplish a required area in-flight, the SEFE may elect to evaluate the areas by an alternate method (i.e., orally), in order to complete the checkride. If, in the SEFE's judgment, the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

**2.2. Pilot Mission Evaluation.** Tactical scenarios that are realistic as well as practical satisfy the requirements of this evaluation. The profiles will be designed to evaluate appropriate training/flight position/special qualifications as well as basic airmanship. Mission evaluations will normally 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 SEFE judgment. Inflight targets may be assigned by the SEFE. Targets not acquired due to adverse weather or verified sensor malfunctions will not be charged against the crew. Minimum ground phase requisites are: EPE and Bold Face/CAPs.

2.2.1. Photo Reconnaissance Evaluation. A minimum of three targets will be assigned and more than 50 percent successfully photographed/VTRd for successful completion of the flight check. At least one target must be a route line for pilot steering using the Cockpit Display Unit (CDU) during the photographic pass.

2.2.2. Surveillance Evaluation. A minimum of three ground areas of interest will be assigned and more than 50 percent successfully acquired and VTRd for successful completion of the flight check. One target will be an area or structure and one target will be a moving vehicle. VHS recording of all targets is required if VTR is functional.

2.2.3. Air-to-Air Evaluation (UC-26C only). This evaluation will include, as a minimum, one intercept, offensive maneuvering, and closure to V/EID. The aircraft must have an operable radar. When practical, adversaries should simulate drug running aircraft to include heading changes to simulate counter-surveillance or navigation to an airfield. Interceptor will follow adversaries to their landing and maintain airborne area surveillance on the target.

**2.3. MSO Mission Evaluation.** Tactical scenarios that are realistic as well as practical satisfy the requirements of this evaluation. The profiles will be designed to evaluate appropriate training/flight position/special qualifications as well as basic airmanship. Mission evaluations will normally be flown using the unit's tactics. Exceptions to the minimum number of targets are permitted for enhanced profiles and specialized missions. Successful acquisition of targets will be based on simulated law enforcement intelligence information and/or SEFE judgment. Targets not acquired due to adverse weather or verified sensor malfunction will not be charged against the crew. Minimum ground phase requisites are: EPE and Bold Face/CAPs.

2.3.1. Photo Reconnaissance Evaluation. A minimum of three targets will be assigned and more than 50 percent successfully photographed/VTRd for successful completion of the flight check. MSO must demonstrate creation and activation of a steerpoint and route. One target will require refinement of coordinates. One target will be assigned by the SEFE.

2.3.2. Surveillance Evaluation. A minimum of three ground areas of interest will be assigned and more than 50 percent successfully acquired, maintained in the field of view (FOV), and VTRd for successful completion of the flight check. One target will be an area or structure and one target will be a moving vehicle. VHS recording of all targets is required if VTR is functional.

2.3.3. Air-to-Air Evaluation (UC-26C only). This evaluation will include as a minimum, one intercept to a 2- or 3-mile trail followed by a VID (VMC) or EID (IMC), carried to a logical conclusion. The aircraft must have an operable radar. When practical, adversaries should simulate drug running aircraft to include heading changes to simulate counter-surveillance or navigation to an airfield. Interceptor will follow adversaries to their landing and maintain airborne area surveillance on the target.

**2.4. Instructor Evaluation.** Instructor evaluations will be conducted IAW AFI 11-408. Flight evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability.

**Table 2.1. Pilot Evaluations.**

**B - MISSION**  
**UC - AIR-TO-AIR (UC-26C only)**

**\* DENOTES CRITICAL AREA**

**GENERAL**

Area	Notes	Title	B	UC
1		Mission Planning	R	R
2		Briefing	R	R
3		Pre-Takeoff	R	R
11		Fuel Management	R	R
12		Comm/IFF/SIF	R	R
13		Crew Coordination	R	R
27		Flight Leadership	R	R
28		Debriefing/Critique	R	R
29		Knowledge	R	R
30	*	Airmanship	R	R
31	*	Safety	R	R
32	*	Aircrew Discipline	R	R
33		Instructor Performance (if applicable)	R	R

**TACTICAL EMPLOYMENT**

**a. General**

51		Tactical Plan	R	R
52		Tactical Execution	R	R
53		GBR/GCI/AWACS Interface		R
54		Radio Transmissions	R	R
55		Visual/TCAS Lookout	R	R
56		CD Unique ROE	R	R

**b. Photo Reconnaissance**

61		Target Acquisition	R	R
62		Photo Quality	R	R

**c. Surveillance**

71		Target Acquisition	R	R
74		IR/TV Sensor Operation/Tactics	R	R

**d. Air-to-Air (UC-26C only)**

81		Radar Search/Sorting		R
83		Intercept/Air Patrol		R

Table 2.2. MSO Evaluations.

**B - MISSION**  
**UC - AIR-TO-AIR (UC-26C only)**

**\* DENOTES CRITICAL AREA**

**GENERAL**

Area	Notes	Title	B	UC
1		Mission Planning	R	R
2		Briefing	R	R
12		Comm/IFF/SIF	R	R
13		Crew Coordination	R	R
28		Debriefing/Critique	R	R
29		Knowledge	R	R
30	*	Airmanship	R	R
31	*	Safety	R	R
32	*	Aircrew Discipline	R	R
33		Instructor Performance (if applicable)	R	R

**TACTICAL EMPLOYMENT**

a. General

51		Tactical Plan	R	R
52		Tactical Execution	R	R
53		GBR/GCI/AWACS Interface		R
54		Radio Transmissions	R	R
55		Radar Lookout		R
56		CD Unique ROE	R	R

b. Photo Reconnaissance

61		Target Acquisition	R	R
62		Photo Quality	R	R

c. Surveillance

71		Target Acquisition	R	R
74		IR/TV Sensor Operation/Tactics	R	R

d. Air-to-Air (UC-26C only)

81		Radar Search/Sorting		R
83		Intercept/Air Patrol		R

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## Chapter 3

### Evaluation Criteria

#### 3.1. General Grading Standards.

3.1.1. The grading criteria in this chapter are divided into two sections: General and Tactical Employment.

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

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

#### 3.2. General:

##### Area 1. Mission Planning:

Q Developed a sound plan to accomplish the mission. Checked all factors applicable to flight - for example, weather, NOTAMS, alternate airfields, flight logs, performance data, fuel requirements, maps, etc.,- in accordance with applicable directives. 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. Knowledge of performance capabilities or approved operating procedures/rules marginal in some areas.

U Major errors or omissions that would preclude safe/effective mission accomplishment. Faulty knowledge of operating data or procedures. Not prepared at briefing time. Did not sign FCIF prior to flight.

##### Area 2. Briefing:

###### 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. Crew members 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 crew members. Presentation created doubts 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.

**Area 3. Pre-Takeoff:**

Q Established and adhered to station, start engine, taxi, and take-off times to assure thorough preflight, crew briefing, etc. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.

Q- Same as above except for minor procedural deviations which did not detract from mission effectiveness.

U Omitted major items of the appropriate checklist. Major deviations in procedure which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff which degraded the mission or made it noneffective.

**Area 11. Fuel Management:**

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.

**Area 12. Comm/IFF/SIF:**

Q Complete knowledge of and compliance with correct Comm/IFF/SIF procedures. Transmissions 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.

**Area 13. Crew Coordination:**

Q Effectively coordinated with other crewmembers without misunderstanding.

Q- Coordinated with other crewmembers with minor exceptions. Intracrew communications were not clear or concise.

U Breakdown in coordination with other crewmembers precluded mission accomplishment or jeopardized safety.

**Area 27. Flight Leadership:**

Q Positively directed the flight during accomplishment of the mission and made timely comments 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.

**Area 28. Debriefing/Critique:**

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.

**Area 29. Knowledge:** (Units will ensure that all applicable subareas are evaluated.)

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. Emergency Procedures:

Q Correct, immediate response to Bold Face/Critical Action Procedures (CAPs) and non-Bold Face emergency situations. Effectively used checklist.

Q- Response to Bold Face/Critical Action Procedures (CAPs) emergencies 100 percent correct. Response to certain areas of non-Bold Face emergencies or follow-on steps to Bold Face procedures was slow/confused. Use the checklist when appropriate, but slow to locate required data.

U Incorrect response for Bold Face/Critical Action Procedures (CAPs) emergency. Unable to analyze problems or take corrective action. Did not use checklist, or lacks acceptable familiarity with its arrangement or contents.

c. Flight Rules/Procedures:

Q Thorough knowledge of flight rules and procedures.

Q- Deficiencies in depth of knowledge.

U Inadequate knowledge of flight rules and procedures.

d. Tactics:

Q Thorough knowledge of all aircraft systems, effects, and tactics applicable to the unit mission.

Q- Deficiencies in depth of knowledge or comprehension of aircraft systems, effects, and tactics which would not preclude successful mission accomplishment.

U Insufficient knowledge of aircraft and tactics contributed to ineffective mission accomplishment.

e. Local Area Procedures:

Q Thorough knowledge of local procedures.

Q- Limited knowledge of local procedures.

U Inadequate knowledge of local procedures.

f. Alert Procedures:

Q Thoroughly familiar with alert procedures and contingencies.

Q- Deficiencies in depth of knowledge or comprehension of alert procedures applicable to the unit.

U Knowledge of alert procedures insufficient to ensure effective mission accomplishment.

**Area 30. Airmanship (Critical):**

Q Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.

U Decisions, or lack thereof, resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.

**Area 31. Safety (Critical):**

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 operation or mission accomplishment. If capable during a flight phase, did not adequately clear. Operated the aircraft in a dangerous manner.

**Area 32. Aircrew Discipline (Critical):**

Q Demonstrated strict professional flight and crew discipline throughout all phases of the mission.

U Failed to exhibit strict flight or crew discipline. Violated or ignored rules or regulations.

**Area 33. Instructor Performance:**

a. Briefing/Debriefing:

Q Presented a comprehensive, instructional briefing/debriefing which encompassed all mission events. Made excellent use of training aids. Excellent analysis of all events/maneuvers. Clearly defined objectives.

Q- Minor errors or omissions in briefing/debriefing or mission critique. Occasionally unclear in analysis of events or maneuvers.

U Major errors or omissions in briefing/debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids/reference material effectively. Briefing/debriefing below the caliber of that expected of instructors. Failed to define mission objectives.

b. Demonstration of Maneuvers:

Q Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.

Q- Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.

U Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.

c. Instructor Knowledge:

Q Demonstrated in-depth knowledge of procedures, requirement, aircraft systems/performance characteristics, mission, and tactics beyond that expected of non-instructors.

Q- Deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems/performance characteristics, mission or tactics.

U Unfamiliar with procedures, requirements, aircraft systems/performance characteristics, mission, or tactics. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

d. Training/Evaluation Forms Preparation:

Q Completed appropriate training/evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

Q- Minor errors or omissions in training/evaluation records. Comments were incomplete or slightly unclear.

U Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

e. Ability to Instruct:

Q Demonstrated excellent instructor/evaluator ability. Clearly defined all mission requirements and any required additional training/corrective action. Instructional/evaluation was accurate, effective, and timely. Was completely aware of aircraft/mission situation at all times.

Q- Problems in communication or analysis degraded effectiveness of instruction/evaluation.

U Demonstrated inadequate ability to instruct/evaluate. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Did not remain aware of aircraft/mission situation at all times.

### 3.4. TACTICAL EMPLOYMENT:

a. General:

#### Area 51. Tactical Plan:

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.

**Area 52. Tactical Execution:**

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.

**Area 53. Ground Based Radar (GBR)/Ground Controlled Intercept (GCI)/Airborne Warning and Control System (AWACS) Interface:**

Q Effectively planned for and used GBR/GCI/AWACS to enhance mission and achieve objectives. No confusion between GBR/GCI/AWACS and the C-26.

Q- Minor confusion between GBR/GCI/AWACS and C-26. Less than optimum use of GBR/GCI/AWACS which did not affect the C-26s offensive advantage.

U Inadequate or incorrect use of GBR/GCI/AWACS resulted in loss of offensive potential.

**Area 54. Radio Transmission - Usage and Discipline:**

Q Radio communications (both internal and external) were concise, accurate, and effectively used to direct maneuvers or describe the tactical situation.

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.

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.

**Area 55. Visual/Radar (UC-26C)/TCAS (C-26B) Lookout (P and UC-26 MSO):**

Q Demonstrated thorough knowledge and effective application of visual/radar/TCAS lookout techniques for all phases of flight.

Q- Demonstrated limited knowledge of visual/radar/TCAS lookout techniques. Did not establish lookout responsibilities for all phases of flight. Slow to acquire targets to be attacked.

U Demonstrated unsatisfactory knowledge and/or application of visual/radar/TCAS lookout responsibilities.

**Area 56. CD Unique Rules of Engagement (ROE):**

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. Photo Reconnaissance

**Area 61. Target Acquisition:**

Q Successfully acquired all assigned/attempted targets IAW mission requirements.

Q- Acquired greater than 50 percent of the assigned/attempted targets.

U Acquired 50 percent or less of assigned/attempted targets.

**Area 62. Photo Quality:**

Q Target optimally positioned within central 50 percent of negative.

Q- Target positioned outside central 50 percent but within central 80 percent of negative. Photo should have been better but pilot/MSO-induced factor still permitted accurate interpretation beyond central 80 percent of photograph.

U Target not completely within negative. Pilot/MSO-induced factor caused poor photo.

c. Surveillance

**Area 71. Target Acquisition:**

Q Except for momentary excursions, successfully acquired and maintained in the FOV all assigned/attempted targets IAW mission requirements.

Q- Acquired greater than 50 percent of the assigned/attempted targets.

U Acquired 50 percent or less of assigned/attempted targets.

**Area 74. IR/TV Sensor Operation/Tactics:**

Q Correctly operated the sensor to acquire the target. Was able to properly tune the sensor display to permit surveillance operations.

Q- Poor tuning of sensor hindered target identification degrading surveillance 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.

d. Air-to-Air (UC-26C only)

**Area 81. Radar Search/Sorting Technique:**

Q Demonstrated satisfactory knowledge and effective application of radar search/sorting techniques for all phases of flight.

Q- Demonstrated adequate knowledge of radar search techniques. Did not establish radar search responsibilities for all phases of flight. Late contacts resulted in excessive maneuvering during target acquisition.

U Demonstrated unsatisfactory knowledge and/or application of radar search responsibilities. Did not acquire the target due to aircrew error.

**Area 83. Intercept/Air Patrol:**

Q Thorough knowledge and correct employment of intercept procedures. Effective use of maneuvering to counter opposing aircraft. Good aircraft control. Effectively managed energy level during intercepts. Intercept resulted in a successful VID. Air patrol successfully employed and designated airspace patrolled in a satisfactory manner.

Q- Limited knowledge of intercept procedures and maneuvering proficiency. Occasionally mismanaged energy levels although intercept resulted in a successful VID. Air patrol could have been more effective.

U Intercept unsuccessful due to poor techniques and/or improper procedures. Designated air patrol airspace not patrolled effectively. Unsatisfactory knowledge or performance of maneuvers, aircraft handling, or energy management.

DONALD W. SHEPPERD  
Major General, USAF  
Director, Air National Guard

OFFICIAL

DEBORAH GILMORE  
Chief  
Administrative Services

1 Attachment  
References, Abbreviations, Acronyms, and Terms

**Attachment 1**

**REFERENCES, ABBREVIATIONS, ACRONYMS, AND TERMS**

*References*

AFI 11-408	<i>Aircrew Standardization/Evaluation Program, Organization and Administration</i>
AF Form 8	<i>Certificate of Aircrew Qualification</i>
AF Form 847	<i>Recommendation for Change of Publication (Flight Publication)</i>

*Abbreviations/Acronyms*

AFI	Air Force Instruction
ATC	Air Traffic Control
AWACS	Airborne Warning and Control System
CAP	Critical Action Procedure
CD	Counterdrug
CDU	Cockpit Display Unit
DLEA	Drug Law Enforcement Agency
EP	Evaluator Pilot
EPE	Emergency Procedures Evaluation
FOV	Field of View
GBR	Ground Based Radar
GCI	Ground Controlled Intercept
IAW	in accordance with
IFF	Identification Friend or Foe
IMC	Instrument Meteorological Conditions
IP	Instructor Pilot
IR	Infrared
MSO	Mission Systems Operator
NOTAMS	Notices to Airmen
ROE	Rules of Engagement
SEFE	Standardization/Evaluation Flight Examiner
SIF	Selective Identification Feature
TCAS	Traffic Alert and Collision Avoidance System
VHS	Video Home System
VID	Visual Identification
VMC	Visual Meteorological Conditions
VTR	Video Tape Recording
V/EID	Visual/Electronic Identification