

Grading Environment: Technical Elements - V₁ up to 1000' AFE

	Pilot Flying (C)
	Select All That Were Observed
Verbalized "Engine Failure" (also select this option if verbalized by PM).	<input type="checkbox"/>
Rotated at approximately 1.5-2.0 degrees per second.	<input type="checkbox"/>
Verbalized "Positive Rate" (also select this option if verbalized by PM).	<input type="checkbox"/>
Commanded "Gear Up".	<input type="checkbox"/>
Stabilized pitch at 10-12.5 degrees without receiving a "Don't Sink" GPWS callout.	<input type="checkbox"/>
Maintained heading +/- 10 degrees.	<input type="checkbox"/>
Maintained airspeed V ₂ -V ₂ +15.	<input type="checkbox"/>
Requested "HDG SEL" at 400'.	<input type="checkbox"/>

Grading Environment: Technical Elements - V₁ up to 1000' AFE

	Pilot Monitoring (F)
	Select All That Were Observed
Verbalized "V ₁ ".	<input type="checkbox"/>
Verbalized "Engine Failure" (also select this option if verbalized by PF).	<input type="checkbox"/>
Verbalized "Rotate".	<input type="checkbox"/>
Verbalized "Positive Rate" (also select this option if verbalized by PF).	<input type="checkbox"/>
Actively monitored the aircraft flight path, and if required, used the 3-step process to correct errors and threats as follows: <ul style="list-style-type: none">• Identified the Deviation (e.g., "You're 10 degrees off heading")• Commanded the Correction (e.g., "Add right/left rudder")• Intervened	<input type="checkbox"/>

Grading Environment: Technical Elements - 1000' AFE Through Completion of Decision-Making Process (ATB or Divert)

	Pilot Flying (C)
	Select All That Were Observed
Commanded "V/S 0-200, set top bug, autopilot on, what happened".	<input type="checkbox"/>
Properly diagnosed engine problem (i.e., severe damage) and called for "Phase Ones".	<input type="checkbox"/>
Commanded flap retraction on schedule.	<input type="checkbox"/>
At top bug, verbalized and/or set "FLCH top bug, select and set continuous thrust, select and execute engine out".	<input type="checkbox"/>
Ensured proper configuration to initiate the climb phase (e.g., clean wing, SPD FMA, continuous thrust set).	<input type="checkbox"/>
Maintained heading +/- 10 degrees.	<input type="checkbox"/>
Maintained desired airspeed -5 to +10 knots.	<input type="checkbox"/>
Maintained altitude +/- 100 feet.	<input type="checkbox"/>

Grading Environment: Technical Elements - 1000' AFE Through Completion of Decision-Making Process (ATB or Divert)

	Pilot Monitoring (F)
	Select All That Were Observed
Set V/S 0-200, top bug, and engaged an autopilot.	<input type="checkbox"/>
Properly diagnosed engine problem (i.e., severe damage).	<input type="checkbox"/>
Properly accomplished Phase One items.	<input type="checkbox"/>
Retracted flaps on schedule.	<input type="checkbox"/>
Properly coordinated movement of all confirmation levers/switches.	<input type="checkbox"/>
Actively monitored the aircraft flight path, and if required, used the 3-step process to correct errors and threats as follows: <ul style="list-style-type: none">• Identified the Deviation (e.g., "You're 10 degrees off heading")• Commanded the Correction (e.g., "Add right/left rudder")• Intervened	<input type="checkbox"/>

Grading Environment: Non-Technical Elements - Entire Profile

	Pilot Flying (C)
	Select All That Were Observed
Recognized threats (e.g., KIND is below single engine landing minimums).	<input type="checkbox"/>
Considered alternatives (e.g., airports other than KORD).	<input type="checkbox"/>
Avoided distractions (e.g., ensured primary focus remained on aircraft control).	<input type="checkbox"/>
Communicated in a clear, concise, and timely manner and demonstrated the following: <ul style="list-style-type: none">• Provided clear guidance regarding expectations of the FO• Issued an appropriate level of tasking, did not overload the FO• Remained respectfully assertive	<input type="checkbox"/>
Solicited unbiased input from the FO regarding the nearest suitable airport.	<input type="checkbox"/>
Collected information, summarized options, and executed a decision regarding the destination airfield.	<input type="checkbox"/>
Did not exhibit negative HF/CRM behaviors.	<input type="checkbox"/>

Grading Environment: Non-Technical Elements - Entire Profile

	Pilot Monitoring (F)
	Select All That Were Observed
Recognized threats (e.g., KIND is below single engine landing minimums).	<input type="checkbox"/>
Considered alternatives (e.g., airports other than KORD).	<input type="checkbox"/>
Actively monitored the aircraft flight path, and if required, used the 3-step process to correct errors and threats as follows: <ul style="list-style-type: none">• Identified the Deviation (e.g., "You're 10 degrees off heading")• Commanded the Correction (e.g., "Add right/left rudder")• Intervened	<input type="checkbox"/>
Communicated in a clear, concise, and timely manner and if required, demonstrated the following: <ul style="list-style-type: none">• Immediately brought forward deviations to the PF's attention• Remained respectfully assertive to address threats and errors as well as resolve conflicts	<input type="checkbox"/>
Did not exhibit negative HF/CRM behaviors.	<input type="checkbox"/>