

APPENDIX G.5

ATCT/ARTCC OJT
INSTRUCTION/EVALUATION REPORT

1132/1132

Name: [Redacted] 2 Date: 3/19/10 3 Scenario/Position(s): R 20/21

4 Weather: VFR, MVFR, IFR, Other
 5 Workload: Light, Moderate, Heavy
 6 Complexity: Not Difficult, Occasionally Difficult, Mostly Difficult, Very Difficult
 7 Hours: 3+04
 8 Total Hours This Position: 24+15 / 24+17
 9 Purpose: OJT, OJF, Familiarization Scenario, Instructional Scenario, Evaluation Scenario, Skill Check, Certification, Recertification, Skill Enhancement, Other
 10 Routing: 42

11	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Perform	A Separation	1 Separation is ensured	/					
		2 Safety alerts are provided	NO					
	B Coordination	3 Performs handoffs/pointouts	/					
		4 Required coordinations are performed	/					
	C Control Judgement	5 Good control judgement is applied	/					
		6 Priority of duties is understood	/					
		7 Positive control is provided	/					
		8 Effective traffic flow is maintained	/					
	D Methods and Procedures	9 Aircraft identity is maintained	/					
		10 Strip posting is complete/correct	/					
		11 Clearance delivery is complete/correct and timely	/					
		12 LOAs/directives are adhered to	/					
		13 Additional services are provided	/					
		14 Rapidly recovers from equipment failures and emergencies	NA					
		15 Scans entire control environment	/					
		16 Effective working speed is maintained	/					
	E Equipment	17 Equipment status information is maintained	/					
		18 Equipment capabilities are utilized/understood	/					
	F Communication	19 Functions effectively as a radar/tower team member	/					
		20 Communication is clear and concise	/					
		21 Uses prescribed phraseology	/					
		22 Makes only necessary transmissions	/					
		23 Uses appropriate communications method	/					
		24 Relief briefings are complete and accurate	/					
	G Other	25 Visual Separation is applied correctly	NA					

1648-1851 → 11 1151 ✓
 1477-2150 → 13 1113 ✓

12. Comments	12A. References
<p>Track overflight traffic; [redacted] did a good job setting up and pre-planning altitudes. Overall very good on everything, mostly visual approaches would like to see her vector for instrument approaches other than that she does good on all other duties.</p>	Empty reference table

Signature: _____ Date: 3/19/10

13. Recommendation
- | | |
|--|---|
| <input type="checkbox"/> Certification Skill Check | <input type="checkbox"/> Certification |
| <input type="checkbox"/> Continuation of OJT | <input type="checkbox"/> Skill Enhancement Training |
| | <input type="checkbox"/> Suspension of OJT |

14. Employee's Comments:

This report has been discussed with me (Signature: _____ Date: 3/19/10)

15. Certification/Recertification
 I certify that this employee meets qualification requirements and is capable of working under general supervision.

Signature of Certifier: _____ Date: _____

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1110 / 1111

1 Name: [REDACTED] 2 Date: 2/5/11 3 Scenario Position: Gen. Int. Control

4 Weather: VFR MVFR IFR Other _____ 5 Workload: Light Moderate Heavy 6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult

7 Hours: 2 + 21 8 Total Hours This Period: 1020 / 1020 9 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario Skill Check Certification Recertification Skill Enhancement Other _____ 10 Rating: 10

	Job Task	Job Subtask	Observed	Comment	Satisfactory Need Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured	/				
		2 Safety alerts are provided	/				
	B Coordination	3 Performs handoffs, pointouts	/				
		4 Required coordinations are performed	/				
	C Control Judgement	5 Good control judgement is applied	/				
		6 Priority of duties is understood	/				
		7 Positive control is provided	/				
		8 Effective traffic flow is maintained	/				
	D Methods and Procedures	9 Aircraft identity is maintained	/				
		10 Strip posting is complete/correct	/				
		11 Clearance delivery is complete/correct and timely	/				
		12 LOAs/directives are adhered to	/				
		13 Additional services are provided	/				
		14 Rapidly recovers from equipment failures and emergencies	/				
		15 Scans entire control environment	/				
	E Equipment	16 Effective working speed is maintained	/				
		17 Equipment status information is maintained	/				
	F Communication	18 Equipment capabilities are utilized/understood	/				
		19 Functions effectively as a radar/tower team member	/				
		20 Communication is clear and concise	/				
		21 Uses prescribed phraseology	/				
		22 Makes only necessary transmissions	/				
		23 Uses appropriate communications method	/				
		24 Relief briefings are complete and accurate	/				
		25 Visual Separation is applied correctly	/				
G Other							

12. Comments

13. References

[redacted] worked night shift - 2 weeks
 on [redacted] no. of [redacted]
 current job is
 we discussed different strategies during
 the traffic congestion at [redacted] 46/50 - 4/40
 need to make the [redacted] to a [redacted]
 altitude.

1919 - 2048 → 29
 2104 - 2156 → 52

Signature [redacted] Date 2-5-11

13. Recommendation
- Certification Skill Check
 - Certification
 - Continuation of OJT
 - Skill Enhancement Training
 - Suspension of OJT

14. Employee's Comments

This report has been discussed with me (Signature) [redacted] Date 2/5/11

15. Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under [redacted] supervision

Signature of Certifier _____ Date _____

1st review



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name: [Redacted] 2 Date: 1/20/11 3 Scenario Position: L Runway / Mercury
 4 Weather: IFR M/FR IFR Other _____ 5 Workload: Light Moderate Heavy 6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult
 7 Total Hours Trained: 5 + 3
 8 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario
 9 Skill Check Certification Recertification Skill Enhancement Other
 10 Rating: A2

Performance	Job Task	Job Subtask	Observed	Comment	Satisfactory	Need Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured	/					
		2 Safety alerts are provided	/					
	B Coordination	3 Performs handoffs/pointouts	/					
		4 Required coordinations are performed	/					
	C Control Judgement	5 Good control judgement is applied	/					
		6 Priority of duties is understood	/					
		7 Positive control is provided	/					
		8 Effective traffic flow is maintained	/					
	D Methods and Procedures	9 Aircraft identity is maintained	/					
		10 Strip posting is complete correct	MP					
		11 Clearance delivery is complete/correct and timely	/					
		12 LOAs/directives are adhered to	/					
		13 Additional services are provided	/					
		14 Rapidly recovers from equipment failures and emergencies	MP					
		15 Scans entire control environment	/					
	E Equipment	16 Effective working speed is maintained	/					
		17 Equipment status information is maintained	/					
	F Communication	18 Equipment capabilities are utilized/understood	/					
		19 Functions effectively as a radar/tower team member	/					
		20 Communication is clear and concise	/					
		21 Uses prescribed phraseology	/					
		22 Makes only necessary transmissions	/					
		23 Uses appropriate communications method	/					
		24 Relief briefings are complete and accurate	/					
		25 Visual Separation is applied correctly	N/A					

FAA Form 3120-25 (5-98) Supersede... (Electron...)
 1518 1652 → 94
 1730 - 1954 → 144
 2055 - 2200 → 65

13. Comments	14. References
<p>Good job keeping up with multiple route & utilization changes from customer. Altho I am had a good mix of responsibilities & saw many different situations brought I saw track with only 500, 500, 500 all hours</p> <p>PRR/Kick CPAIC & RGT No i to contact NOLWA A/C How to reject clearance</p>	Empty reference table

Signature:  Date: 1-20-2011

- Recommendation
- Certification Skill Check
- Certification
- Continuation of OJT
- Skill Enhancement Training
- Suspension of OJT

14. Employee's Comments

This report has been discussed with me (Signature)  Date: 1/20/11

15. Certification Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier _____ Date _____



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name [REDACTED]		2. Date 5/12/11	3 Scenario/Position(s) RA 34
4 Weather <input type="checkbox"/> VFR <input type="checkbox"/> MVFR <input type="checkbox"/> IFR <input type="checkbox"/> Other _____	5. Workload <input type="checkbox"/> Light <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy	6 Complexity <input type="checkbox"/> Not Difficult <input type="checkbox"/> Occasionally Difficult <input type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult	7 Hours 3+16 8. Total Hours This Position 63+36
9 Purpose <input checked="" type="checkbox"/> OJT <input type="checkbox"/> OJF <input type="checkbox"/> Familiarization Scenario <input type="checkbox"/> Instructional Scenario <input type="checkbox"/> Evaluation Scenario <input type="checkbox"/> Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Recertification <input type="checkbox"/> Skill Enhancement <input type="checkbox"/> Other			10 Routing

11	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1. Separation is ensured.	✓					
		2. Safety alerts are provided	N/A					
	B. Coordination	3. Performs handoffs/pointouts.	/					
		4. Required coordinations are performed.	/					
	C Control Judgment	5 Good control judgment is applied.	/					
		6. Priority of duties is understood.	✓					
		7. Positive control is provided.	/		✓			
		8. Effective traffic flow is maintained.	✓					
	D. Methods and Procedures	9. Aircraft identity is maintained.	✓					
		10. Strip posting is complete/correct.	✓					
		11 Clearance delivery is complete/correct and timely	✓					
		12. LOAs/directives are adhered to	✓					
		13. Additional services are provided	✓					
		14. Rapidly recovers from equipment failures and emergencies.	N/A					
		15. Scans entire control environment	/					
	E Equipment	17 Equipment status information is maintained.	/					
		18. Equipment capabilities are utilized/understood	✓					
	F Communication	19. Functions effectively as a radar/lower team member	✓					
		20. Communication is clear and concise.	/		✓			
		21 Uses prescribed phraseology.	✓					
22. Makes only necessary transmissions.		✓						
23. Uses appropriate communications method.		/						
G Other	24. Relief briefings are complete and accurate.	✓						
	25. Visual Separation is applied correctly.	N/A						

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1. Name: [REDACTED] 2. Date: 5/25/11 3. Scenario/Position(s): NA49

4. Weather: VFR MVFR IFR Other _____
 5. Workload: Light Moderate Heavy
 6. Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult
 7. Hours: 1.25
 8. Total Hours This Position: _____

9. Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario
 Skill Check Certification Recertification Skill Enhancement Other _____
 10. Routing: _____

11	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A. Separation	1. Separation is ensured.	✓					
		2. Safety alerts are provided.	✓					
	B. Coordination	3. Performs handoffs/pointouts.	✓					
		4. Required coordinations are performed.	✓					
	C. Control Judgment	5. Good control judgment is applied.	✓					
		6. Priority of duties is understood	✓					
		7. Positive control is provided.	✓					
		8. Effective traffic flow is maintained.	✓					
	D. Methods and Procedures	9. Aircraft identity is maintained.	✓					
		10. Strip posting is complete/correct	✓					
		11. Clearance delivery is complete/correct and timely.	✓					
		12. LOAs/directives are adhered to.	✓					
		13. Additional services are provided	✓					
		14. Rapidly recovers from equipment failures and emergencies.	ND					
		15. Scans entire control environment	✓					
		16. Effective working speed is maintained	✓					
	E. Equipment	17. Equipment status information is maintained.	✓					
		18. Equipment capabilities are utilized/understood.	✓					
	F. Communication	19. Functions effectively as a radar/tower team member.	✓					
		20. Communication is clear and concise.	✓					
		21. Uses prescribed phraseology.	✓					
		22. Makes only necessary transmissions	✓					
		23. Uses appropriate communications method.	✓					
	G. Other	24. Relief briefings are complete and accurate	✓					
		25. Visual Separation is applied correctly.	✓					



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1. Name: _____ 2. Date: _____ 3. Scenario/Post: _____

4. Weather: VFR MVFR IFR Other _____

Workload: Light Moderate Heavy

5. Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult

6. Purpose: Out Familiarization Scenario Instructional Scenario Evaluation Scenario

Skill Check Certification Recertification Skill Enhancement Other _____

11	Job Task	Subtask	Observed	Comment	Rating			Total
					Satisfactory	Needs Improvement	Unsatisfactory	
Performance	A. Separation	1 Separation is ensured	/					
		2 Safety alerts are provided	/					
	B. Coordination	3 Performs handoffs/pointouts	/					
		4 Required coordinations are performed	/					
	C. Control Judgment	5 Good control judgment is applied	/					
		6 Priority of duties is understood	/					
		7 Positive control is provided	/					
		8 Effective traffic flow is maintained	/					
	D. Methods and Procedures	9 Aircraft identity is maintained	/					
		10 Strip posting is complete/correct	/					
		11 Clearance delivery is complete/correct and timely	/					
		12 LOAs/directives are adhered to	/					
		13 Additional services are provided	/					
		14 Rapidly recovers from equipment failures and emergencies	/					
	E. Equipment	15 Scans entire control environment	/					
		16 Effective working speed is maintained	/					
	F. Communication	17 Equipment status information is maintained	/					
		18 Equipment capabilities are utilized/understood	/					
		19 Functions effectively as a radar/tower team member	/					
		20 Communication is clear and concise	/					
		21 Uses prescribed phraseology	/					
		22 Makes only necessary transmissions	/					
		23 Uses appropriate communications method	/					
		24 Relief briefings are complete and accurate	/					
G. Other								

12. Comments

BB MAKE SURE ALL YOUR POINT-OUTS ARE DONE IN A
TIMELY AND ACCURATE MANNER
GATT CONTINUES TO IMPROVE AT SECTOR
RAGG

12A References

155-1704 74

1818-1930 62

3+16

Signature: _____



Date: 5-3-11

13. Recommendation:

- Certification Skill Check
- Certification
- Continuation of OJT
- Skill Enhancement Training
- Suspension of OJT

14 Employee's Comments.

This report has been discussed
with me (Signature) _____



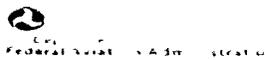
Date 5/3/11

15 Certification/Recertification.

I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier: _____

Date _____



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name: [Redacted] 2 Date: 3/27/14 3 Scenario: Position: [Redacted]
 4 Weather: VFR MVFR IFR Other _____
 Workload: Light Moderate Heavy
 6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult
 7 Hours: _____
 8 Total Hours This Position: _____
 9 Purpose: OJT OJT Scenario Familiarization Scenario Instructional Scenario Evaluation Scenario
 Skill Check Certification Recertification Skill Enhancement Other _____
 10 Rating: 7

Performance	Task	Subtask	Performance	
			Competent	Needs Improvement / Unsatisfactory
Performance	A Separation	1 Separation is ensured	✓	
		2 Safety alerts are provided	✓	
		3 Performs handoffs/pointouts	✓	
	B Coordination	4 Required coordinations are performed	✓	
		5 Good control judgement is applied	✓	
	C Control Judgement	6 Priority of duties is understood	✓	
		7 Positive controls provided	✓	
	D Methods and Procedure	8 Effective traffic flow is maintained	✓	
		9 Accuracy and fidelity is maintained	✓	
		10 Stop posting is complete/correct	✓	
		11 Clearance delivery is complete/correct and timely	✓	
	E Equipment	12 Tower/directives are adhered to	✓	
		13 Additional services are provided	✓	
		14 Rapidly recovers from equipment failures and emergencies	✓	
		15 Scans entire control environment	✓	
F Communication	16 Effective working speed is maintained	✓		
	17 Equipment status information is maintained	✓		
G Other	18 Equipment capabilities are utilized/understood	✓		
	19 Functions effectively as a radar/tower team member	✓		
	20 Communication is clear and concise	✓		
	21 Uses prescribed phraseology	✓		
	22 Makes only necessary transmissions	✓		
	23 Uses appropriate communications method	✓		
	24 Relief briefings are complete and accurate	✓		
25 Visual Separation is applied correctly	✓			

MAKE SURE YOUR DATA BLOCKS ARE NOT OVERLAPPING

C6 - PRIORITIZE YOUR ACTIONS AND ALWAYS WORK IN AN ORGANIZED AND EFFICIENT MANNER

D5 - SCAN THE MAP AND LOOK FOR HANDOFFS, POINTEUTS & TRAFFIC.

Signature



Date

3-27-11

13 Recommendation

Certification Skill Check

Certification

Continuation of OJT

Skill Enhancement Training

Suspension of OJT

14 Employee Comments

This report has been discussed with me (signature)



Date

3/27/11

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier

Date

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name [REDACTED] 2 Date 3/12/11 3. Scenario Position(s) R-31

4. Weather
 VFR
 MVFR
 IFR
 Other

5. Workload
 Light
 Moderate
 Heavy

6. Complexity
 Not Difficult
 Occasionally Difficult
 Mostly Difficult
 Very Difficult

7. Hours 2+37
 8. Total Hours This Position 100

9. Purpose OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario
 Skill Check Certification Recertification Skill Enhancement Other

10. Routing W

11		Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Job Task	Job Subtask						
Performance	A. Separation	1. Separation is ensured.	/				
	B. Coordination	2. Safety alerts are provided	/				
		3. Performs handoffs/pointouts	/				
	C. Control Judgement	4. Required coordinations are performed.	/				
		5. Good control judgement is applied	/				
		6. Priority of duties is understood.	/				
		7. Positive control is provided.	/				
	D. Methods and Procedures	8. Effective traffic flow is maintained.	/				
		9. Aircraft identity is maintained.	/				
		10. Strip posting is complete/correct	/				
		11. Clearance delivery is complete/correct and timely.	/				
		12. LOAs/directives are adhered to.	/				
	E. Equipment	13. Additional services are provided.	/				
		14. Rapidly recovers from equipment failures and emergencies.	/				
		15. Scans entire control environment.	/				
	F. Communication	16. Effective working speed is maintained.	/				
17. Equipment status information is maintained.		/					
G. Other	18. Equipment capabilities are utilized/understood.	/					
	19. Functions effectively as a radar/tower team member	/					
	20. Communication is clear and concise.	/					
	21. Uses prescribed phraseology	/					
	22. Makes only necessary transmissions.	/					
	23. Uses appropriate communications method.	/					
	24. Relief briefings are complete and accurate.	/					
	25. Visual Separation is applied correctly.	/					

12 Comments

12A References

F.R.H - COMMUNICATIONS NEED TO BE UNDERSTOOD BY ALL CONCERNED YOU NEED TO SPEAK LOUDER SO YOU CAN BE HEARD ALSO USE STANDARD PHRASOLOGY

Signature



Date

3-7-11

13 Recommendation

Certification Skill Check

Certification

Continuation of OJT

Skill Enhancement Training

Suspension of OJT

14 Employee Comments

This report has been discussed with me (Signature)



Date

3/7/11

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier

Date



CANADIAN

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1. Name: [REDACTED] 2. Date: Jun 13, 2011 3. Scenario/Position(s): RA66

4. Weather: VFR, MVFR, IFR, Other

5. Workload: Light, Moderate, Heavy

6. Complexity: Not Difficult, Occasionally Difficult, Mostly Difficult, Very Difficult

7. Hours: RA66=1:26

8. Total Hours This Position: RA66=1:26

9. Purpose: OJT, OJF, Familiarization Scenario, Instructional Scenario, Evaluation Scenario, Skill Check, Certification, Recertification, Skill Enhancement, Other

10. Routing: RV

11. Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
A. Separation	1. Separation is ensured.	✓					
	2. Safety alerts are provided.	✓					
B. Coordination	3. Performs handoffs/pointouts.		✓				
	4. Required coordinations are performed.	✓					
C. Control Judgment	5. Good control judgment is applied.		✓				
	6. Priority of duties is understood.	✓					
	7. Positive control is provided.	✓					
	8. Effective traffic flow is maintained.	✓					
D. Methods and Procedures	9. Aircraft identity is maintained.	✓					
	10. Strip posting is complete/correct.		✓				
	11. Clearance delivery is complete/correct and timely.	✓					
	12. LOAs/directives are adhered to.	✓					
	13. Additional services are provided.	✓					
	14. Rapidly recovers from equipment failures and emergencies.	✓					
	15. Scans entire control environment.	✓					
	16. Effective working speed is maintained.	✓					
E. Equipment	17. Equipment status information is maintained.	✓					
	18. Equipment capabilities are utilized/understood.		✓				
F. Communication	19. Functions effectively as a radar/tower team member.	✓					
	20. Communication is clear and concise.	✓					
	21. Uses prescribed phraseology		✓				
	22. Makes only necessary transmissions.	✓					
	23. Uses appropriate communications method.	✓					
	24. Relief briefings are complete and accurate.	✓					
G. Other	25. Visual Separation is applied correctly.	✓					

12 Comments

12A. References

3. Performs handoffs/pointouts.

AWE750 ~~requested~~ ^{point} out to 68 abeam CAMRN on a westerly heading, even after conflict alert began to flash with their traffic, point out was not made. Trainer had to intervene.

7110.65: 5-4-7

Had to prompt [REDACTED] to point out PHL prop to W51 descending to ACY. In addition ACY approach should be made aware that the aircraft will be higher than normal due to an aircraft that was traffic proceeding direct RBV at 70.

7110.65: 2-1-15

7110.65: 5-4-7

5. Good control judgment is applied.

[REDACTED] requested W51 assign N1129W @ 90 near AVALO 20 degrees right for an aircraft southwest bound on V139 @ 100 going to BWI. When asked the reason for the vector, [REDACTED] replied that the BWI aircraft must be delivered to next facility @ 80. This was incorrect, review LOA's.

7110.65: 2-10-1

[REDACTED] requested W51 issue 20 degrees right on SO01900 DOV departure climbing to 170, for traffic Brigs @ 140. These aircraft were not traffic. Additionally, if they were traffic, 20 Degrees right barely provided 5 miles lateral separation.

7110.65: 5-6-2

I notified [REDACTED] that a new restriction was placed on the status board-L453 closed. Since that notification two shipp departures departed with bad routing, no action was taken by trainee with either the R controller or the receiving sector.

7110.65: 2-10-1

EJA906 was assigned a great altitude FL230 northeast bound at BRIGS for an overflight direct SWL at FL220. Unfortunately the R controller compelled [REDACTED] to make the decision on your own, after you told him to "watch those two guys".

7110.65: 2-10-1

Upon recognizing an overtake situation with two PHL jets, [REDACTED] decided that getting approval from W51 for one of the aircraft at 120 was a valid solution. After discussing our requirement with W51 to provide PHL jets in trail, [REDACTED] chose to initiate the handoffs without giving the R person the opportunity to ~~assign~~ ^{assign} speeds and enter them in the forth line data and pass them via automation. Now we are required to pass the speeds manually. Use automated procedures over manual procedures when possible.

7110.65: 2-10-1

10. Strip posting is complete/correct.

N301RJ had bad routing to ILG, trainer had to prompt trainee to read the routes

18. Equipment capabilities are utilized/understood.

CONTINUED ON NEXT PAGE

12 Comments

12A. References

The data entry QB XXXX (beacon code) on a correlated target does not display the FDB we pull up for ~~accepting~~ ^{displaying} point outs.

7110.65: 2-3-2

21. Uses prescribed phraseology.

Military call signs must be spoken in single digit form, not group form.
OPEC18- OPEC one eight vs OPEC eighteen.

7110.65: 2-4-20

Conducted

[Redacted]

Date 6/3/11

13 Recommendation

- Certification Skill Check
- Certification
- Continuation of OJT
- Skill Enhancement Training
- Suspension of OJT

14. Employee's Comments

This report has been discussed with me (Signature)

[Redacted]

Date 6-13-11

15 Certification/Recertification

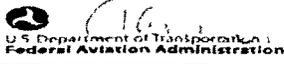
I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier

Date

1915-2029
2134-2244

X4



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1. Name [REDACTED]	2. Date 6/11/11	RA66
4. Weather <input type="checkbox"/> VFR <input type="checkbox"/> MVFR <input checked="" type="checkbox"/> IFR <input type="checkbox"/> Other _____	5. Workload <input type="checkbox"/> Light <input checked="" type="checkbox"/> Moderate <input type="checkbox"/> Heavy	6. Complexity <input type="checkbox"/> Not Difficult <input checked="" type="checkbox"/> Occasionally Difficult <input type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult
9. Purpose <input checked="" type="checkbox"/> OJT <input type="checkbox"/> OJF <input type="checkbox"/> Familiarization Scenario <input type="checkbox"/> Instructional Scenario <input type="checkbox"/> Evaluation Scenario <input type="checkbox"/> Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Recertification <input type="checkbox"/> Skill Enhancement <input type="checkbox"/> Other		7. Hours <u>2.25</u> 8. Total Hours This Position _____
10. Routing		

11	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured.	/					
		2 Safety alerts are provided.	No					
	B Coordination	3 Performs handoffs/pointouts.	/					
		4. Required coordinations are performed.	/					
	C Control Judgement	5 Good control judgement is applied	/					
		6. Priority of duties is understood.	/					
		7 Positive control is provided	/					
		8 Effective traffic flow is maintained	/					
	D Methods and Procedures	9. Aircraft identity is maintained.	/					
		10. Strip posting is complete/correct.	/					
		11 Clearance delivery is complete/correct and timely	/					
		12 LOAs/directives are adhered to	/					
		13 Additional services are provided.	/					
		14 Rapidly recovers from equipment failures and emergencies.	No					
		15 Scans entire control environment	/					
	E Equipment	17 Equipment status information is maintained	/					
		18 Equipment capabilities are utilized/understood	/					
	F Communication	19 Functions effectively as a radar/tower team member	/					
		20 Communication is clear and concise	/					
		21 Uses prescribed phraseology.	/					
		22. Makes only necessary transmissions.	/					
		23 Uses appropriate communications method.	/					
	G Other	24 Relief briefings are complete and accurate	/					
		25 Visual Separation is applied correctly	No					

12. Comments

12A. References

F20: Communication: Adverse weather today. [redacted] lapsed into some sloppy communications which led to confusion at the sector. Had there been less experienced R-controllers on the position, the confusion could have been infectious and detrimental to the operation.

Once again, [redacted] made some good decisions in assigning headings, and had some solid instances of displaying a firm grasp of the situation at hand. However, these instances were overshadowed by the fumbled communications, some examples of which hereby follow:

N500TJ, an over-flight on V139 at 12,000, had J174 routing. The flight was issued V139 routing instead. The flight read back the routing, but then asked if he could have his original routing of BRIGS-JAMIE-CLT. Kevin misunderstood this request, and coordinated a change in destination to CLT instead. Instructor intervened. 1931Z.

[redacted] called HTO sector requesting direct ACK for N695MM. The HTO controller told [redacted] to issue DEEPO ACK to the flight. [redacted] interpreted this to mean: go deep, and then direct ACK. This would have resulted in an airspace violation, and furthermore, Kevin should make an effort to clarify instructions that sound confusing. He needs to develop the confidence to question things which sound odd to him. 1931Z.

SIE sector was pointing out AAL530, a HOGGS-CAMRN arrival which needed to deviate east of BRIGS for weather. Kevin said "You're watching the philly traffic coming down?" The SIE controller said she was. AWI3938 was descending from F200 to 14,000, flashing at CASINO sector. RPA3109 was still level at F200 and not flashing at CASINO sector. This communication is totally unacceptable and quite dangerous. No call signs or codes were exchanged in the communication. 2151Z.

JFK departures called for higher on DAL1779. In response, Kevin authorized 16,000. [redacted] then told the R-controller that AAL66 would be climbing to 16,000. This was completely incorrect, as was borne out once the pilot's checked on.

B4: Required coordination:

PDT 4507, five miles east of CAMRN at 13,000 requested direct RICED for weather. [redacted] need to be prompted to coordinate with N90. 1953Z.

[redacted] needs to display more focus and determination in order to be successful at this position.

Signature: [redacted]

XJ

Date: 6/11/11

13. Recommendation

Certification Skill Check

Certification

Continuation of OJT

Skill Enhancement Training

Suspension of OJT

14. Employee's Comments:

This report has been discussed with me (Signature) [redacted]

Date: 6-11-11

15. Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision.

Signature of Certifier: _____

Date: _____

1125-1-2



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

KT

1 Name: [Redacted] 2 Date: 6/7/11 3 Scenario Position(s): N166

4 Weather: VFR MVFR IFR Other

5 Workload: Light Moderate Heavy

6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult

7 Hours: 3 8 Total Hours This Position: 1

9 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario Skill Check Certification Recertification Skill Enhancement Other

10 Routing: [Signature]

Performance	Job Task	Job Subtask	Observed Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured	/				
		2 Safety alerts are provided	N/A				
	B Coordination	3 Performs handoffs/pointouts	/				
		4 Required coordinations are performed	/				
	C Control Judgement	5 Good control judgement is applied	/				
		6 Priority of duties is understood	/				
		7 Positive control is provided	/				
		8 Effective traffic flow is maintained	/				
	D Methods and Procedures	9 Aircraft identity is maintained	/				
		10 Strip posting is complete/correct	/				
		11 Clearance delivery is complete/correct and timely	/				
		12 LOAs directives are adhered to	/				
		13 Additional services are provided	/				
	E Equipment	14 Rapidly recovers from equipment failures and emergencies	N/A				
		15 Scans entire control environment	/				
		16 Effective working speed is maintained	/				
	F Communication	17 Equipment status information is maintained	/				
		18 Equipment capabilities are utilized/understood	/				
		19 Functions effectively as a radar/tower team member	/				
		20 Communication is clear and concise	/				
		21 Uses prescribed phraseology	/				
		22 Makes only necessary transmissions	/				
	G Other	23 Uses appropriate communications method	/				
		24 Relief briefings are complete and accurate	/				
		25 Visual Separation is applied correctly	N/A				

12 Comments

12A References

KEVIN DID A GOOD JOB TODAY, HE STAYED AHEAD OF THE GAME AND ASSISTED THE R-PERSON, PARTICULARLY WHEN HE SPOTTED A PHL-JET (RPA321) DOING 250KTS ON HIS OWN.

TWO MINOR ISSUES

TRIED TO COORDINATE ISSIE ON A FLIGHT WITH ROUTING VIA V268 BAL (N849JF) V268 DOES NOT OVERFLY SIE IT TURNS WEST AT AVAD

KEVIN IS STILL TRYING TO RF FLIGHTS TO ACY.

Signature

[Redacted Signature]

XT Date 6/5/11

- 13 Recommendation / Certification Skill Check Certification
- Continuation of OJT Skill Enhancement Training Suspension of OJT

14 Employee's Comments

This report has been discussed with me (Signature)

[Redacted Signature]

Date 6-5-11

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier

Date

11-1-2011
E



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name: [Redacted] 2 Date: 6/3/11 3 Scenario/Position(s): RALB

4 Weather: VFR MVFR IFR Other Light Moderate Heavy

6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult

7 Hours: 1.25 8 Total Hours This Position: 2.5

9 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario Skill Check Certification Recertification Skill Enhancement Other

10 Routing: RV

Performance	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured	/					
		2 Safety alerts are provided	NA					
	B Coordination	3 Performs handoffs/pointouts	/					
		4 Required coordinations are performed	/					
	C Control Judgement	5 Good control judgement is applied	/					
		6 Priority of duties is understood	/					
		7 Positive control is provided	/					
		8 Effective traffic flow is maintained	/					
	D Methods and Procedures	9 Aircraft identity is maintained	/					
		10 Strip posting is complete/correct	NA					
		11 Clearance delivery is complete/correct and timely	/					
		12 LOAs/directives are adhered to	/					
		13 Additional services are provided	/					
		14 Rapidly recovers from equipment failures and emergencies	NA					
	E Equipment	15 Scans entire control environment	/					
16 Effective working speed is maintained		/						
F Communication	17 Equipment status information is maintained	/						
	18 Equipment capabilities are utilized/understood	/						
G Other	19 Functions effectively as a radar/tower team member	/						
	20 Communication is clear and concise	/						
	21 Uses prescribed phraseology	/						
	22 Makes only necessary transmissions	/						
	23 Uses appropriate communications method	/						
	24 Relief briefings are complete and accurate	/						
		25 Visual Separation is applied correctly	NA					

12 Comments

12A References

3 + 19 + 2 =

- f + wts / communication -

① Code 3022 was a p/o m/n (L pper
(spit was correct) A/c was ↑ → ENJAY
No communication with R-SIDE

② TB046 was a p/o 110 ↓ @ Capt. 20 from
N40. No communication w/ R side

- communication - R side asked to check
on status of w105. Needed something from
instructor Don't depend on URET - needs
Verbal w/ GK

5 Accepted Hto on TB 1732 from Ref6 while
being covered by R cid no possible way to
verify if A/c datablock + track were accurate

15 @ NKS127 - H/c taken from Hto w/ derevicted
FA No verbal followup done to confirm A/c
FB before URET template used
② Do not delete A/c from URET before Freq
change

Signature

[Handwritten Signature] (En)

Date

6/3/11

13 Recommendation

Certification Skill Check

Certification

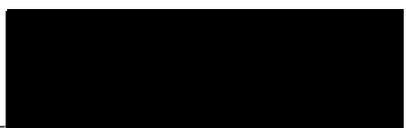
Continuation of OJT

Skill Enhancement Training

Suspension of OJT

14 Employee's Comments

This report has been
discussed with me (Signature)



Date 6-3-11

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier

Date



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

XF

Name: [Redacted] 2 Date: 4/25/11 3 Scenario Position(s): RAB6

4 Weather: VFR MVFR IFR Other
 5 Workload: Light Moderate Heavy
 6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult
 7 Hours: _____
 8 Total Hours This Position: 11.117
 9 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario
 Skill Check Certification Recertification Skill Enhancement Other
 10 Routing: (112)

Performance	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured	N/A					
		2 Safety alerts are provided						
	B Coordination	3 Performs handoffs/pointouts						
		4 Required coordinations are performed						
	C Control Judgement	5 Good control judgement is applied						
		6 Priority of duties is understood						
		7 Positive control is provided						
		8 Effective traffic flow is maintained						
	D Methods and Procedures	9 Aircraft identity is maintained						
		10 Strip posting is complete/correct						
		11 Clearance delivery is complete/correct and timely						
		12 LOAs/directives are adhered to						
		13 Additional services are provided						
		14 Rapidly recovers from equipment failures and emergencies						
		15 Scans entire control environment						
	16 Effective working speed is maintained							
E Equipment	17 Equipment status information is maintained							
	18 Equipment capabilities are utilized/understood							
F Communication	19 Functions effectively as a radar/tower team member							
	20 Communication is clear and concise							
	21 Uses prescribed phraseology							
	22 Makes only necessary transmissions							
	23 Uses appropriate communications method							
	24 Relief briefings are complete and accurate							
G Other	25 Visual Separation is applied correctly							

██████ MADE A GOOD CALL WITH PUTTING A SWA JET ON AN 080° HEADING, BEFORE ACCEPTING RADAR FROM SIE THIS MOVE NICELY FACILITATED GETTING THE SWA DOWN AROUND TRAFFIC

██████ DID NOT DO WELL WITH SITUATIONS THAT WERE OUT OF THE ORDINARY (AN EMERGENCY WITH A FB WE WERE WORKING ~~THE~~ SW OF BRIGS; A PRE-COORDINATED BREAK-UP OF A PERMANENT FLIGHT COMING FROM W59) HOPEFULLY THE NEXT TIME WILL BE BETTER.

██████ IS NOT PUTTING TWO AND TWO TOGETHER AS WELL AS HE SHOULD AT THIS STAGE ONE EXAMPLE: A SWA JET AT 12,000 DESCENDING 1,000 FT PER MINUTE & EIGHT MILES FROM KEVIN'S BOUNDARY, AND KEVIN FAILS TO RECOGNIZE THAT THE FLIGHT WILL NOT COMPLY WITH THE LOA (PAGE 1 OF 2)

Signature ██████████ XT Date 4/24/11

- 13 Recommendation
- Certification Skill Check
 - Certification
 - Continuation of OJT
 - Skill Enhancement Training
 - Suspension of OJT

14 Employee's Comments

This report has been discussed with me (Signature) _____ Date _____

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision.

Signature of Certifier _____ Date _____



U.S. Department of Transportation
Federal Aviation Administration

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name: [Redacted] 2 Date: 4/25/18 3 Scenario/Position(s): _____

4 Weather: VFR MVFR IFR Other _____

5 Workload: Light Moderate Heavy _____

6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult _____

7 Hours: _____ 8 Total Hours This Position: _____

9 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario Skill Check Certification Recertification Skill Enhancement Other _____

10 Routing: _____

11	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
	Performance	A Separation	1 Separation is ensured 2 Safety alerts are provided	+		+		
	B Coordination	3 Performs handoffs/pointouts 4 Required coordinations are performed	+		+			
	C Control Judgement	5 Good control judgement is applied 6 Priority of duties is understood 7 Positive control is provided 8 Effective traffic flow is maintained	+		+			
	D Methods and Procedures	9 Aircraft identity is maintained 10 Strip posting is complete/correct 11 Clearance delivery is complete/correct and timely 12 LOAs/directives are adhered to 13 Additional services are provided 14 Rapidly recovers from equipment failures and emergencies 15 Scans entire control environment	+		+			
	E Equipment	16 Effective working speed is maintained 17 Equipment status information is maintained 18 Equipment capabilities are utilized/understood	+		+			
	F Communication	19 Functions effectively as a radar/tower team member 20 Communication is clear and concise 21 Uses prescribed phraseology 22 Makes only necessary transmissions 23 Uses appropriate communications method	+		+			
	G Other	24 Relief briefings are complete and accurate 25 Visual Separation is applied correctly	+		+			
			+		+			
			+		+			
			+		+			

SORRY PHRASEOLOGY AT THIS STAGE OF TRAINING, BY A TRAINEE WITH A RADAR RATING, IS SIMPLY INTOLERABLE.

EXAMPLES TO VFR "COMING AT YA, N1234, VFR"
~~TO ACY~~ I HAVE NO ~~GOOD~~ EXAMPLE OF PROPER PHRASEOLOGY IN THIS CASE SINCE IT WAS AN ENTIRELY UNNECESSARY CALL

TO ACY "I HAVE A VFR FOR YOU"
 ACY MANAGED TO ARRIVE AT WHAT WAS ACTUALLY INTENDED - A POINT OUT

PRIORITIES MAKE A DECISION AND ~~BE~~ MAKE NECESSARY ~~CARE~~ COORDINATION ON EBR DEPARTURES PRIOR TO DIXIE. IN THE EARLY SESSION, THE R MAN HAD TO TAKE ACTION. IN THE LATER SESSION RES CALLED WHEN LA1854 WAS ABEAM CAMPEN WITHOUT KEVIN HAVING TAKEN ACTION. KEVIN WAS PREOCCUPIED WITH GETTING A VFR TRACK STARTED & THE VFR ROUTING IN THE MACHINE
 (PAGE 2 OF 2)

Signature [REDACTED] Date 4/25/11

- 13 Recommendation Certification Skill Check Certification
 Continuation of OJT Skill Enhancement Training Suspension of OJT

14 Employee's Comments
 This report has been discussed with me (Signature) [REDACTED] Date 4-25-11

15 Certification/Recertification
 I certify that this employee meets qualification requirements and is capable of working under general supervision
 Signature of Certifier _____ Date _____

ATCT/ARTCC OJT
INSTRUCTION/EVALUATION REPORT

1905-1946 2158-2250
2022-2057

1. Name: [Redacted]
 2. Date: 6/5/2011
 3. Scenario/Position(s): RA 666
 4. Weather: VFR, MVFR, IFR, Other
 5. Workload: Light, Moderate, Heavy
 6. Complexity: Not Difficult, Occasionally Difficult, Mostly Difficult, Very Difficult
 7. Hours: 2408
 8. Total Hours This Position: 172201
 9. Purpose: OJT, OJF, Familiarization Scenario, Instructional Scenario, Evaluation Scenario, Skill Check, Certification, Recertification, Skill Enhancement, Other
 10. Routing: [Signature]

11. Performance	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
	A. Separation	1. Separation is ensured. 2. Safety alerts are provided.	/					
B. Coordination	3. Performs handoffs/pointouts. 4. Required coordinations are performed.	/						
C. Control Judgement	5. Good control judgement is applied. 6. Priority of duties is understood. 7. Positive control is provided.	/						
D. Methods and Procedures	8. Effective traffic flow is maintained.	/						
	9. Aircraft identity is maintained.	/						
	10. Strip posting is complete/correct.	/						
	11. Clearance delivery is complete/correct and timely.	/						
	12. LOAs/directives are adhered to.	/						
E. Equipment	13. Additional services are provided.	/						
	14. Rapidly recovers from equipment failures and emergencies.	/						
	15. Scans entire control environment.	/						
F. Communication	16. Effective working speed is maintained.	/						
	17. Equipment status information is maintained.	/						
G. Other	18. Equipment capabilities are utilized/understood.	/						
	19. Functions effectively as a radar/tower team member.	/						
	20. Communication is clear and concise.	/						
	21. Uses prescribed phraseology.	/						
	22. Makes only necessary transmissions.	/						
	23. Uses appropriate communications method.	/						
	24. Relief briefings are complete and accurate.	/						
	25. Visual Separation is applied correctly.	/						

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1926-2115
2215-2331
1926
RAde

1 Name: [Redacted] 2 Date: 6/2/11 3 Scenario Position(s): RAde

4 Weather: VFR MVFR IFR Other

5 Workload: Light Moderate Heavy

6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult

7 Hours: 3.00

8 Total Hours This Position: 11.60 + 2

9 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario

Skill Check Certification Recertification Skill Enhancement Other

10 Routing:

	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured	✓					
		2 Safety alerts are provided	✓					
	B Coordination	3 Performs handoffs pointouts	✓					
		4 Required coordinations are performed	✓					
	C Control Judgement	5 Good control judgement is applied	✓					
		6 Priority of duties is understood	✓					
		7 Positive control is provided	✓					
		8 Effective traffic flow is maintained	✓					
	D Methods and Procedures	9 Aircraft identity is maintained	✓					
		10 Strip posting is complete/correct	✓					
		11 Clearance delivery is complete correct and timely	✓					
		12 LOAs/directives are adhered to	✓					
		13 Additional services are provided	✓					
		14 Rapidly recovers from equipment failures and emergencies	N/A					
		15 Scans entire control environment	✓					
	E Equipment	16 Effective working speed is maintained	✓					
		17 Equipment status information is maintained	✓					
	F Communication	18 Equipment capabilities are utilized/understood	✓					
		19 Functions effectively as a radar/tower team member	✓					
		20 Communication is clear and concise	✓					
		21 Uses prescribed phraseology	✓					
		22 Makes only necessary transmissions	✓					
		23 Uses appropriate communications method	✓					
	G Other	24 Relief briefings are complete and accurate	✓					
		25 Visual Separation is applied correctly	N/A					

First session today was light^{ndr} with no problems
 During the second session Kathy's scan was
 a little deficient

7C) Sector 86 coded with AAL1416 high in the
 descent 198 ↓ 140 together with Aut 1979 on
 220 heading 200 ↓ 140 Kathy approved the
 high descent with no turns I interviewed + at
 AAL on ~ 360 heading

14F) ~~N170~~ N170JC had mag V276 RBV TTV Computer
 15D) had blue mag to issue pref V276 ARD This
 was new - told to R - R shipped to WRI w/ board mag.
 - N72PS needed 'KIN66' route - need to advise
 R now

15D) A couple times we had VFRs at 7500 in
 sector not noticed + not lit up
 - SCAN FULL DATA BLOCKS
 - SCAN LIMITS
 - SCAN URET
 - REPEAT

3B) N2158E - WRI handled at 60 - pointed out to L13
 SOUTH but not to WRI - told R she had
 control for higher

Signature _____ Date 6/2/11

- 13 Recommendation Certification Skill Check Certification
 Continuation of OJT Skill Enhancement Training Suspension of OJT

14 Employee's Comments
 This report has been discussed with me (Signature, _____ Date 6/2/11

15 Certification/Recertification
 I certify that this employee meets qualification requirements and is capable of working under general supervision
 Signature of Certifier _____ Date _____

1444 - 11-27
1-24 - 1852



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name [REDACTED]	2 Date <u>5/20/11</u>	3 Scenario Position(s) <u>RAGG</u>
4 Weather <input type="checkbox"/> VFR <input type="checkbox"/> MVFR <input checked="" type="checkbox"/> IFR <input type="checkbox"/> Other _____	5 Workload <input checked="" type="checkbox"/> Light <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy	6 Complexity <input type="checkbox"/> Not Difficult <input checked="" type="checkbox"/> Occasionally Difficult <input type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult
9 Purpose <input checked="" type="checkbox"/> OJT <input type="checkbox"/> OJF <input type="checkbox"/> Familiarization Scenario <input type="checkbox"/> Instructional Scenario <input type="checkbox"/> Evaluation Scenario <input type="checkbox"/> Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Recertification <input type="checkbox"/> Skill Enhancement <input type="checkbox"/> Other _____		7 Hours <u>2+33</u> 8 Total Hours This Position _____ 10 Routing _____

	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured	✓					
		2 Safety alerts are provided	✓					
	B Coordination	3 Performs handoffs/pointouts	✓					
		4 Required coordinations are performed	✓					
	C Control Judgement	5 Good control judgement is applied	✓					
		6 Priority of duties is understood	✓					
		7 Positive control is provided	✓					
		8 Effective traffic flow is maintained	✓					
	D Methods and Procedures	9 Aircraft identity is maintained	✓					
		10 Strip posting is complete/correct	✓					
		11 Clearance delivery is complete/correct and timely	✓					
		12 LOAs/directives are adhered to	✓					
		13 Additional services are provided	✓					
		14 Rapidly recovers from equipment failures and emergencies	i.v./h					
		15 Scans entire control environment	✓					
	E Equipment	16 Effective working speed is maintained	✓					
		17 Equipment status information is maintained	✓					
	F Communication	18 Equipment capabilities are utilized/understood	✓					
		19 Functions effectively as a radar/tower team member	✓					
		20 Communication is clear and concise	✓					
		21 Uses prescribed phraseology	✓					
		22 Makes only necessary transmissions	✓					
		23 Uses appropriate communications method	✓					
		24 Relief briefings are complete and accurate	✓					
	G Other	25 Visual Separation is applied correctly	✓					

12 Comments	12A References
<p>B3) RPA3346 needed to deviate west into sector 68 you pointed him east westbound to 170. You need to look beyond the initial action of the pilot + coordinate something the Rman can work with after he's done deviating (Descending to 100 ref your traffic + eventually direct VCN). Then get on with cas, 100 + see what you can get.</p>	Empty reference table
Signature _____  _____ Date <u>5/20/11</u>	
13 Recommendation <input type="checkbox"/> Certification Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Continuation of OJT <input type="checkbox"/> Skill Enhancement Training <input type="checkbox"/> Suspension of OJT	
14 Employee's Comments This report has been discussed with me (Signature)  _____ Date <u>5/20/11</u>	
15 Certification/Recertification I certify that this employee meets qualification requirements and is capable of working under general supervision Signature of Certifier _____ Date _____	

12. Comments	12A References
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8c) Traffic pretty heavy with a line of weather from BRIGS to JFK. As long as you can, accomodate the PO's from 68 on CAMRY arrivals but realize when it is time to start taking radar on these aircraft as our sector begins to get busy. If it gets too crazy, shut them off entirely.

7c) ~~30070~~ DAL555 coming in from 86 high in descent. you issued to stop him at 160 This would put him together with AWE2175 at 160 on airway, DAL 1614 a CAMRY at 180, and AWE750 a PHC out of 200 for 140. Only thing we could do with this traffic is miss all our traffic all together 070 heading assigned by instructor DAL 494 right behind him you assigned a 360 would have put the two planes together. Parallel with a 60 heading + let R man peel them off one by one when ready.

20f) Communication with 2 man still needs some improvement. When very busy, have to force your self in and make it quick + short, but complete.

Signature [Redacted] Date 5/20/11

13 Recommendation Certification Skill Check Certification Continuation of OJT Skill Enhancement Training Suspension of OJT

14 Employee's Comments
 This report has been discussed with me (Signature) [Redacted] Date 5/20/11

15 Certification/Recertification
 I certify that this employee meets qualification requirements and is capable of working under general supervision
 Signature of Certifier _____ Date _____



FAA Form 3120-25, 11/14/04
FAA & AAI Admin's Guide

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

10056 11/11
10056-1111

1 Name [Redacted]		2 Date 11/11	3 Scenario/Position(s) [Redacted]	
4 Weather <input checked="" type="checkbox"/> VFR <input type="checkbox"/> MVFR <input type="checkbox"/> IFR <input type="checkbox"/> Other		5 Workload <input type="checkbox"/> Light <input checked="" type="checkbox"/> Moderate <input type="checkbox"/> Heavy		6 Complexity <input type="checkbox"/> Not Difficult <input checked="" type="checkbox"/> Occasionally Difficult <input type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult
			7 Hours	8 Total Hours This Position

9 Purpose OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario
 Skill Check Certification Recertification Skill Enhancement Other

10 Rating (D)

Performance	Job Task	Job Step/task	Observer	Comments	Satisfactory	Needs Improvement	Unsatisfactory	Student Training
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	A Separation	1 Separation is ensured	✓					
		2 Safety alerts are provided	N/A					
	B Coordination	3 Performs handoffs pointouts	✓					
		4 Required coordinations are performed	✓					
	C Control Judgment	5 Good control judgment is applied	✓					
		6 Priority of duties is understood	✓					
		7 Positive control is provided			✓			
		8 Effective traffic flow is maintained			✓			
	D Methods and Procedures	9 Aircraft identity is maintained	✓					
		10 Strip posting is complete/correct	✓					
		11 Clearance delivery is complete/correct and timely	✓					
		12 LOAs directives are adhered to	✓					
		13 Additional services are provided	✓					
		14 Rapidly recovers from equipment failures and emergencies	N/A					
		15 Scans entire control environment	✓					
		16 Effective working speed is maintained	✓					
	E Equipment	17 Equipment status information is maintained	✓					
		18 Equipment capabilities are utilized/understood	✓					
	F Communication	19 Functions effectively as a radar/tower team member	✓					
		20 Communication is clear and concise	✓					
21 Uses prescribed phraseology		✓						
22 Makes only necessary transmissions		✓						
23 Uses appropriate communications method		✓						
24 Relief briefings are complete and accurate		✓						
G Other	25 Visual Separation is applied correctly	N/A						

12 Comments

12A References

Moderate traffic, good mix, alot of holdings for JFK.

7) JFK accepted a heading on DALSSU at 70 when DALSSU checked on when we asked to delay he said fuel JFK called us to take the aircraft back because they don't have room to hold. We accepted the aircraft on a 270° heading at 70. Probably should have requested the flight at 80 due to -RBSU traffic South of CAREN at 70.

8) Accepted a PHIL JET -MANTA at FL200 and a ILG P223 J221 at FL220. Suggesting Parallel headings would help the 12 pass.

21) Always use the full call sign in headings or inter phone communications.

Signature.



(Signature)

Date: 5-5-2011

13 Recommendation

- Certification Skill Check
- Certification
- Continuation of OJT
- Skill Enhancement Training
- Suspension of OJT

14 Employee's Comments:

This report has been discussed with me (Signature)



Date: 5-5-11

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision

Signature of Certifier:

Date:

MT



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1934-2018
2111 2224
254
218

1 Name: [Redacted] 2 Date: 5/9/11 3 Scenario/Position(s): RALW

4 Weather: VFR MVFR IFR Other _____

5 Workload: Light Moderate Heavy

6 Complexity: Not Difficult Occasionally Difficult Mostly Difficult Very Difficult

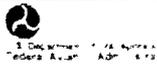
7 Hours: 2:10 8 Total Hours This Position: 15h + 5h = 20h

9 Purpose: OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario Skill Check Certification Recertification Skill Enhancement Other

10 Routing: OD

Performance	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1 Separation is ensured		✓				
		2 Safety alerts are provided		✓				
	B Coordination	3 Performs handoffs/pointouts		✓				
		4 Required coordinations are performed		✓				
	C Control Judgement	5 Good control judgement is applied		✓				
		6 Priority of duties is understood		✓				
		7 Positive control is provided		✓				
		8 Effective traffic flow is maintained		✓				
	D Methods and Procedures	9 Aircraft identity is maintained		✓				
		10 Strip posting is complete/correct		✓				
		11 Clearance delivery is complete/correct and timely		✓				
		12 LOAs/directives are adhered to		✓				
		13 Additional services are provided		✓				
		14 Rapidly recovers from equipment failures and emergencies		W				
		15 Scans entire control environment		✓				
	E Equipment	16 Effective working speed is maintained		✓				
		17 Equipment status information is maintained		✓				
	F Communication	18 Equipment capabilities are utilized/understood		✓				
		19 Functions effectively as a radar/tower team member		✓				
		20 Communication is clear and concise		✓				
		21 Uses prescribed phraseology		✓				
		22 Makes only necessary transmissions		✓				
		23 Uses appropriate communications method		✓				
		24 Relief briefings are complete and accurate		✓				
	G Other	25 Visual Separation is applied correctly		✓				

12 Comments	12A References
<p>First training session was very busy with some complexity as well. Kathy struggled some what.</p> <p>A1) SCORPUS was proceeding direct ART 511 and Kathy failed to point the flight out to sector 68. It was very busy at this time but the point out still must be made.</p> <p>C5+C8) AW1429 HHC sector called and asked if we'd rather have AWE750 on a heading or stopped at FL220 above slower traffic ahead at 200. Kathy assigned heading 220 to AWE750. Unfortunately she had no idea where the flight was at that time since we weren't displaying yet on the radar scope. The flight wound up well south of J121 when it did not need to be that far off of the airway.</p> <p>B4+D'E) AWE1429 was cleared out of holding for PHL and given direct BRIGS VOR arrival. Unfortunately the flight had the J1466.2 arrival in the flight plan. Kathy failed to notice this and advise the R controller.</p> <p>The second session was not as busy volume-wise but was also fairly complex. Kathy did much better and no problems were noted.</p>	
Signature  Date <u>5/19/11</u>	
13 Recommendation <input type="checkbox"/> Certification Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Continuation of OJT <input type="checkbox"/> Skill Enhancement Training <input type="checkbox"/> Suspension of OJT	
14 Employee's Comments This report has been discussed with me (Signature)  Date <u>5/19/11</u>	
15 Certification/Recertification I certify that this employee meets qualification requirements and is capable of working under general supervision Signature of Certifier _____ Date _____	



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name: [REDACTED]	2 Date: 10/10/11	3 Scenario Position: [REDACTED]
4 Weather: <input type="checkbox"/> VFR <input type="checkbox"/> MVFR <input checked="" type="checkbox"/> IFR <input type="checkbox"/> Other: _____	5 Workload: <input checked="" type="checkbox"/> Light <input checked="" type="checkbox"/> Moderate <input type="checkbox"/> Heavy	6 Complexity: <input type="checkbox"/> Not Difficult <input type="checkbox"/> Occasionally Difficult <input checked="" type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult
9 Purpose: <input checked="" type="checkbox"/> OJT <input type="checkbox"/> OJF <input type="checkbox"/> Familiarization Scenario <input type="checkbox"/> Instructional Scenario <input type="checkbox"/> Evaluation Scenario		7 Hours: _____
<input type="checkbox"/> Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Recertification <input type="checkbox"/> Skill Enhancement <input type="checkbox"/> Other		8 Total Hours for this activity: _____
10 Reason: [REDACTED]		

11	Function	JOT Subtask	Observed	Comment	10 Reason		
					Satisfactory	Needs Improvement	Unsatisfactory
Performance	A Separation	1 Separation is ensured	✓				
		2 Safety alerts are provided	✓				
	B Coordination	3 Performs handoffs pointouts		✓			
		4 Required coordinations are performed		✓			
	C Control Judgment	5 Good control judgment is applied		✓			
		6 Priority of duties is understood		✓			
		7 Positive control is provided		✓			
		8 Effective traffic flow is maintained		✓			
	D Methods and Procedures	9 Aircraft identity is maintained		✓			
		10 Strip posting is complete/correct		✓			
		11 Clearance delivery is complete/correct and timely		N/A			
		12 LOAs/directives are adhered to		✓			
		13 Additional services are provided		✓			
		14 Rapidly recovers from equipment failures and emergencies		N/A			
		15 Scans entire control environment		✓			
	E Equipment	16 Effective working speed is maintained		✓			
		17 Equipment status information is maintained		✓			
	F Communication	18 Equipment capabilities are utilized/understood		✓			
		19 Functions effectively as a radar/tower team member		✓			
		20 Communication is clear and concise		✓			
		21 Uses prescribed phraseology		✓			
		22 Makes only necessary transmissions		✓			
		23 Uses appropriate communications method		✓			
		24 Relief briefings are complete and accurate		✓			
		25 Visual Separation is applied correctly		N/A			
G Other							

12 Comments	12A References
<p>slow/moderate traffic with SWAP.</p> <p>F24) Tell relieving controller about unusual traffic flow + weather deviations, airport closures etc.</p> <p>B3/B4) Make 4th line clear, represent deviations if will occur during handoff transfer</p> <p>D15/D16) Speed and Scan was pretty good considering complexity level of SWAP and tower holding.</p> <p>(7) Use vertical separation at all times with diverging/converging traffic during swap</p>	<p>1430 1509</p> <p>1643 1806</p> <p>2134</p>
<p>Signature _____ Date: <u>6/11/11</u></p>	
<p>13 Recommendation <input type="checkbox"/> Certification Skill Check <input type="checkbox"/> Certification <input checked="" type="checkbox"/> Continuation of OJT <input type="checkbox"/> Skill Enhancement Training <input type="checkbox"/> Suspension of OJT</p>	
<p>14 Employee's Comments</p> <p>This report has been discussed with me (Signature) _____ Date: <u>6/11/11</u></p>	
<p>15 Certification/Recertification</p> <p>I certify that this employee meets qualification requirements and is capable of working under general supervision</p> <p>Signature of Certifier _____ Date: _____</p>	



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1 Name [Redacted] 2 Date 6/10/11 3 Scenario/Position(s) R34/49 2:27

4. Weather VFR MVFR IFR Other _____

5 Workload Light Moderate Heavy

6. Complexity Not Difficult Occasionally Difficult Mostly Difficult Very Difficult

7. Hours 1-14/116

8. Total Hours This Position 64+35/155+20=11

9 Purpose OJT OJF Familiarization Scenario Instructional Scenario Evaluation Scenario

Skill Check Certification Recertification Skill Enhancement Other

10. Routing (A-)

11	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A. Separation	1. Separation is ensured.	/					
		2. Safety alerts are provided.	/					
	B. Coordination	3. Performs handoffs/pointouts.	/					
		4. Required coordinations are performed	/					
	C. Control Judgment	5. Good control judgment is applied.	/					
		6. Priority of duties is understood.	/					
		7. Positive control is provided.	/					
		8. Effective traffic flow is maintained.	/					
	D. Methods and Procedures	9. Aircraft identity is maintained.	/					
		10. Strip posting is complete/correct.	/					
		11. Clearance delivery is complete/correct and timely.	/					
		12. LOAs/directives are adhered to.	/					
		13. Additional services are provided.	/					
		14. Rapidly recovers from equipment failures and emergencies.	M/A					
		15. Scans entire control environment.	/					
	E. Equipment	16. Effective working speed is maintained.	/					
		17. Equipment status information is maintained.	/					
	18. Equipment capabilities are utilized/understood.	/						
	F. Communication	19. Functions effectively as a radar/tower team member.	/					
		20. Communication is clear and concise.	/					
		21. Uses prescribed phraseology.	/					
		22. Makes only necessary transmissions.	/					
		23. Uses appropriate communications method.	/					
24. Relief briefings are complete and accurate.		/						
G Other	25. Visual Separation is applied correctly	M/A						

12 Comments	12A. References
<p>SOME MODERATE VOLUME E 34/49 COMBINED. - MOSTLY HANDLED TOGETHER WELL WITH A FEW LAPSSES. CROSSING TRAFFIC: DO NOT MAKE THE ASSUMPTION THAT THE 'H' HAS SAFELY SEPARATED TRAFFIC COMING INTO THE SECTOR. <u>YOU</u> NEED TO DO YOUR OWN SCAN AND STOP/ADJUST THE PLAN TO YOUR DESIRES. - BE VIGILANT WHEN DEALING WITH CLIMBING TRAFFIC UNK-349 THIS IS UNUSUAL, AND NEEDS POSITIVE ALTITUDE SEPARATION. - YOU FEEL A LITTLE BEHIND DURING THE BUSY PERIODS AS EVIDENCED BY LEAVING A/C WITH INDICATED ASSIGNED SPEEDS IN THE HIGHER FLIGHT LEVELS. - SO IN-TRAIL TO ATL (GENERALLY THE A/C AT ALTITUDE WILL BE YOUR #1 IN SEQUENCE.</p>	<p>1600 1700 1800 1900 1741-1912 1131 1959-2055 0156 2127</p>
Signature: _____ Date: <u>6/10/11</u>	
13. Recommendation <input type="checkbox"/> Certification Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Continuation of OJT <input type="checkbox"/> Skill Enhancement Training <input type="checkbox"/> Suspension of OJT	
14. Employee's Comments: This report has been discussed with me (Signature) _____ Date: <u>6/10/11</u>	
15. Certification/Recertification I certify that this employee meets qualification requirements and is capable of working under general supervision. Signature of Certifier: _____ Date: _____	

1161

12 Comments	12A References
<p>C8) Vector, Descend and Slow arrivals ASAP on 270 so as not to be stuck doing it later past LVZ</p> <p>C5) Control judgement can use improvement Separation was obtained today albeit not by the most efficient means.</p> <p>F19) Call for an H if there are suddenly too many clearances and coordination to do. (no notice hold). = When you have an H, <u>you</u> make the plan, and they follow.</p> <p>D11 D15 D16) Focused again today on increasing speed and scan with timely actions Work in progress</p> <p>D13) With aircraft requests, do not put off and not get back to the pilots.</p>	<p>1330 1449</p> <p>1541 1652</p> <p>1753 1952</p>
<p>Signature <u>[Redacted]</u> Date: <u>6/5/11</u></p>	
<p>13 Recommendation <input type="checkbox"/> Certification Skill Check <input type="checkbox"/> Certification <input checked="" type="checkbox"/> Continuation of OJT <input type="checkbox"/> Skill Enhancement Training <input type="checkbox"/> Suspension of OJT</p>	
<p>14 Employee's Comments</p> <p>This report has been discussed with me (Signature) <u>[Redacted]</u> Date: <u>6/5/11</u></p>	
<p>15 Certification/Recertification I certify that this employee meets qualification requirements and is capable of working under general supervision Signature of Certifier: _____ Date: _____</p>	

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1. [Redacted] [Redacted]	2 Date 5/26/11	3. Scenario/Position(s) RA-75
4 Weather <input type="checkbox"/> VFR <input type="checkbox"/> MVFR <input checked="" type="checkbox"/> IFR <input type="checkbox"/> Other	5. Workload <input type="checkbox"/> Light <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Heavy	6. Complexity <input type="checkbox"/> Not Difficult <input type="checkbox"/> Occasionally Difficult <input checked="" type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult
9 Purpose <input checked="" type="checkbox"/> OJT <input type="checkbox"/> OJF <input type="checkbox"/> Familiarization Scenario <input type="checkbox"/> Instructional Scenario <input type="checkbox"/> Evaluation Scenario <input type="checkbox"/> Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Recertification <input type="checkbox"/> Skill Enhancement <input type="checkbox"/> Other		7 Hours 1+50 8 Total Hours This Position 172+4, 8 10 Routing <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> VAF </div>

11	Performance	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training	
		A Separation	1. Separation is ensured.	✓						
			2. Safety alerts are provided.	✓						
		B. Coordination	3. Performs handoffs/pointouts.		✓					
			4. Required coordinations are performed.		✓					
		C Control Judgment	5. Good control judgment is applied.	✓						
			6. Priority of duties is understood	✓						
			7. Positive control is provided.	✓						
			8. Effective traffic flow is maintained.	✓						
		D Methods and Procedures	9. Aircraft identity is maintained.	✓						
			10. Strip posting is complete/correct.	✓						
			11. Clearance delivery is complete/correct and timely.	✓						
			12. LOAs/directives are adhered to.	✓						
			13. Additional services are provided.	✓						
			14. Rapidly recovers from equipment failures and emergencies.	✓						
			15. Scans entire control environment.	✓						
			16. Effective working speed is maintained.		✓					
		E. Equipment	17. Equipment status information is maintained.	✓						
			18. Equipment capabilities are utilized/understood.	✓						
		F. Communication	19. Functions effectively as a radar/tower team member.	✓						
			20. Communication is clear and concise.	✓						
			21. Uses prescribed phraseology.	✓						
			22. Makes only necessary transmissions.	✓						
			23. Uses appropriate communications method	✓						
			24. Relief briefings are complete and accurate	✓						
G. Other	25. Visual Separation is applied correctly.		NA							

1430-1620 (110)

SWAP 75 CLOSED DOWN REALLY QUICKLY
DUE TO WEATHER AND LARGE DEVIATIONS
FROM BOTH CLW & LGA, AS WELL AS AN UNUSUAL
SECTOR

3. FLG4081 FROM CTB TO AVP DESCENDED
TO 490 IN BOP BUT REMAIN AT 490 UNTIL
90 UNTIL WELL INTO THE AIRSPACE & RECON
POINTED OUT TO SCLPA SD

TAKE THE HAND OFF & IF YOU HAVE
NOTHING TO DO FLASH IT ON AND RESTORE
THE AIRSPACE

4. LOF 3531 FROM PIT TO LGA, DEVIATED
RIGHT OF COURSE HAD MIA WITHIN ASCE,
NEVER ASKED FOR CONTROL FROM 73
FOR LOWER & TRANS

Signature: _____

Date: 5/26/11

- 13 Recommendation
- Certification Skill Check
 - Certification
 - Continuation of OJT
 - Skill Enhancement Training
 - Suspension of OJT

14. Employee's Comments:

This report has been discussed

Date: 5/26/11

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision.

Signature of Certifier: _____

Date: _____

NO H, N, A, A



U.S. Department of Transportation
Federal Aviation Administration

ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1. Name <div style="background-color: black; width: 100px; height: 20px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100px; height: 20px;"></div>	2. Date 5/25/11	3. Scenario/Position(s) R39
4. Weather <input checked="" type="checkbox"/> VFR <input type="checkbox"/> MVFR <input type="checkbox"/> IFR <input type="checkbox"/> Other _____	5. Workload <input checked="" type="checkbox"/> Light <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy	6. Complexity <input type="checkbox"/> Not Difficult <input checked="" type="checkbox"/> Occasionally Difficult <input type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult
7. Hours <div style="text-align: right; font-size: 1.2em;">4134</div>		8. Total Hours This Position <div style="text-align: right; font-size: 1.2em;">37+14 α</div>
9. Purpose <input type="checkbox"/> OJT <input type="checkbox"/> OJF <input type="checkbox"/> Familiarization Scenario <input type="checkbox"/> Instructional Scenario <input type="checkbox"/> Evaluation Scenario <input type="checkbox"/> Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Recertification <input type="checkbox"/> Skill Enhancement <input type="checkbox"/> Other		10. Rating <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> A </div>

11.	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A. Separation	1. Separation is ensured.	✓					
		2. Safety alerts are provided.	✓					
	B. Coordination	3. Performs handoffs/pointouts.	✓					
		4. Required coordinations are performed.	✓					
	C. Control Judgment	5. Good control judgment is applied.	✓					
		6. Priority of duties is understood.	✓	✓				
		7. Positive control is provided.	✓					
		8. Effective traffic flow is maintained.	✓					
	D. Methods and Procedures	9. Aircraft identity is maintained.	✓					
		10. Strip posting is complete/correct.	NA					
		11. Clearance delivery is complete/correct and timely.	✓					
		12. LOAs/directives are adhered to.	✓	✓				
		13. Additional services are provided.	✓					
		14. Rapidly recovers from equipment failures and emergencies.	NA					
		15. Scans entire control environment.	✓					
	E. Equipment	16. Effective working speed is maintained.	✓					
		17. Equipment status information is maintained.	✓					
	F. Communication	18. Equipment capabilities are utilized/understood.	✓					
		19. Functions effectively as a radar/tower team member.	✓					
	G. Other	20. Communication is clear and concise.	✓					
		21. Uses prescribed phraseology.	✓	✓				
		22. Makes only necessary transmissions.	✓					
		23. Uses appropriate communications method.	✓					
		24. Relief briefings are complete and accurate.	✓					
G. Other	25. Visual Separation is applied correctly.	NA						

12. Comments

12A. References

SLOW NIGHT TONIGHT. VLADIMIR HAD NO DIFFICULTIES.

1935-20162 0741

2046-22102 84

2309-01882 149

(4) AT ONE POINT TAKING OVER THE SECTOR WE HAD THINGS SEEMED LIKE 10 THINGS TO BE DONE POINT OUTS, ROUTE, CALLS, ETC. REMEMBER YOUR PRIORITIES, EVEN THOUGH THEY ALL SEEM TO BE #1, PICK THE MOST IMPORTANT AND MOVE ON TO THE NEXT.

(E) DON'T FORGET YOUR LOA'S - STILL NEED TO GIVE IAD TO NORTH @ FL200.

(2) DON'T FORGET TO ISSUE "RESUME OWN NAVIGATION" WHEN UP VECTOR AN A/C OFF COURSE.

Signature:

[Redacted Signature]

Date:

5-25-11

13. Recommendation

- Certification Skill Check
- Certification
- Continuation of OJT
- Skill Enhancement Training
- Suspension of OJT

14. Employee's Comments:

This report has been discussed with me (Signature)

[Redacted Signature]

Date:

5/25/11

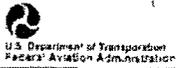
15. Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision.

Signature of Certifier:

Date:

Satori needed 2045-2115Z R39



ATCT/ARTCC OJT INSTRUCTION/EVALUATION REPORT

1. Name [Redacted]	2. Date 5/26/11	3. Scenario/Position(s) RA-75
4. Weather <input type="checkbox"/> VFR <input type="checkbox"/> MVFR <input checked="" type="checkbox"/> IFR <input type="checkbox"/> Other	5. Workload <input type="checkbox"/> Light <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Heavy	6. Complexity <input type="checkbox"/> Not Difficult <input type="checkbox"/> Occasionally Difficult <input checked="" type="checkbox"/> Mostly Difficult <input type="checkbox"/> Very Difficult
7. Hours 1450		8. Total Hours This Position 187400 R
9. Purpose <input checked="" type="checkbox"/> OJT <input type="checkbox"/> OJF <input type="checkbox"/> Familiarization Scenario <input type="checkbox"/> Instructional Scenario <input type="checkbox"/> Evaluation Scenario <input type="checkbox"/> Skill Check <input type="checkbox"/> Certification <input type="checkbox"/> Recertification <input type="checkbox"/> Skill Enhancement <input type="checkbox"/> Other		10. Routing <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 145 </div>

	Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
Performance	A Separation	1. Separation is ensured.	✓					
		2. Safety alerts are provided.	✓					
	B. Coordination	3. Performs handoffs/pointouts.			✓			
		4. Required coordinations are performed			✓			
	C Control Judgment	5. Good control judgment is applied.		✓				
		6. Priority of duties is understood.		✓				
		7. Positive control is provided.		✓				
		8. Effective traffic flow is maintained.		✓				
	D. Methods and Procedures	9. Aircraft identity is maintained		✓				
		10. Strip posting is complete/correct.		✓				
		11. Clearance delivery is complete/correct and timely.		✓				
		12. LOAs/directives are adhered to		✓				
		13. Additional services are provided.		✓				
		14. Rapidly recovers from equipment failures and emergencies.		✓				
		15. Scans entire control environment		✓				
	E Equipment	16. Effective working speed is maintained.			✓			
		17. Equipment status information is maintained		✓				
	18. Equipment capabilities are utilized/understood.			✓				
				✓				
	F Communication	19. Functions effectively as a radar/tower team member		✓				
		20. Communication is clear and concise		✓				
		21. Uses prescribed phraseology		✓				
		22. Makes only necessary transmissions		✓				
		23. Uses appropriate communications method		✓				
		24. Relief briefings are complete and accurate		✓				
G Other	25. Visual Separation is applied correctly		NA					

143, 1630, 110

SWAP 75 CLOSED DOWN REALLY QUICKLY
DUE TO WEATHER AND LARGE DEVIATIONS
FROM BOTH (WR & LGA) AS WELL AS ADDITIONAL
SECTOR

3. FLG4081 FROM CTB TO AV? DECODED
TO KFD IN BOP BUT DIDN'T FLIGHT INTO
91 UNTIL WELL INTO THE AIRSPACE & NEVER
POINTED OUT TO SECTOR 50

TAKE THE HAND OFF & IF YOU HAVE
NOTHING TO DO FLIGHT IT ON AND PROTECT
THE AIRSPACE

4. LUF 3531 FROM PIT TO LGA, DEVIATED
RESULT OF LOW ALT HAD MIA WITH ANGLE,
NEVER RPTED FOR CONTROL FROM 73
FOR LOWER & VLM

Signature

[Redacted Signature]

Date:

5/23/11

13 Recommendation

Certification Skill Check

Certification

Continuation of OJT

Skill Enhancement Training

Suspension of OJT

14 Employee's Comments:

This report has been discussed

[Redacted Signature]

Date

5/23/11

15 Certification/Recertification

I certify that this employee meets qualification requirements and is capable of working under general supervision.

Signature of Certifier:

Date