



OFFICE OF THE NATIONAL COMMANDER
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112

27 September 2024

MEMORANDUM FOR ALL REGION AND WING COMMANDERS

FROM: CAP/CC and CAP-USAF/CC

SUBJECT: FY25 OPS EVAL

1. In accordance with the requirements established by the Cooperative Agreement between the Civil Air Patrol (CAP) and the United States Air Force, CAP and CAP-USAF will conduct joint Operational Evaluations (Ops Evals) to determine CAP readiness to perform Air Force Assigned Missions. This FY25 Ops Eval memo establishes changes from FY24, including the elimination of emphasis wings, reduced amounts of Ops Evals, elimination of the requirement that CAP provide 50% of the Ops Evals, and more flexibility for CAP and CAP-USAF region commanders to determine the amount and type of evaluations for specific wings.
2. FY25 Ops Eval requirements:
 - a. All wings must undergo at least two Ops Evals during FY25.
 - b. CAP-USAF must conduct a minimum of 50% of Ops Evals in each region. CAP will perform up to 50% depending on CAP region commander guidance.
 - c. Ops Eval mission types will be decided by the region commander of the organization administering the Ops Eval (CAP or CAP-USAF).
 - d. CAP and CAP-USAF region commanders will create an initial Ops Eval plan and provide a copy to CAP/DO and CAP-USAF/DO prior to disseminating it to their wings NLT 30 October 2024. The plan will describe the amount and mission types of Ops Evals each wing will undergo in FY25.
 - e. No wing will undergo more than 10 total Ops Evals in FY 25 without CAP/CC and CAP-USAF/CC approval.
3. To meet the requirements of the cooperative agreement in FY25, each wing and region will need to identify a Point of Contact (POC) for the Ops Evals by 15 October 2024, and wings will need to determine the date and location of their Wing Led Exercise (A5) mission by 15 November 2024. More details are noted in the attached FY25 Ops Eval Expectations.
4. A webinar will be scheduled in October 2024 for all wing and region commanders, staff noted below, and POCs. Details will follow via a separate email.
5. Please contact the national headquarters Ops Eval team at opseval@capnhq.gov if you have any questions.

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AARON D. REID, Col, USAF
Commander, CAP-USAF

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Handwritten signature of Regina M. Aye in black ink.

REGENA M. AYE, Maj Gen, CAP
National Commander, CAP

3 Attachments:

1. FY25 Ops Eval Expectations
2. FY25 How to Use the Ops Eval Checklist
3. FY25 Ops Eval Question Database

cc:

CAP/CV/XO/CCC/COO/COA/DO/GC/NOC/SE
All CAP Region and Wing CV/CS/DC/DO/DOC/DOH/DOS/DOU/DOV/SE
CAP-USAF/CC/CV/CD/DO/JA/SE/XOR and all DET/CC

Attachment 1 FY25 Ops Eval Expectations

The cooperative agreement (CA) between Civil Air Patrol (CAP) and the United States Air Force (USAF) requires CAP and CAP-USAF to jointly establish frequency and capability criteria needed to evaluate each region's and wing's ability to conduct assignable missions safely and effectively. In addition, the CA states CAP-USAF's intent to be substantially involved in conducting those evaluations. Below are the expectations to support these requirements.

Ops Eval Purpose:

- The purpose of Ops Evals is to determine CAP's readiness to perform AFAUX missions. The Ops Eval provides CAP with a performance metric to continuously improve all aspects of operations from pre-flight through mission execution and post-flight duties. The Ops Eval is a tool used by CAP and CAP-USAF to strengthen performance and support CAP-USAF's oversight of CAP.
- The intent of Ops Evals is to assess normal operations during the execution of routine missions. This paradigm shift from previous evaluations will provide useful and actionable data to improve operational missions by identifying risks at the tactical and operational levels of planning and execution. This risk-based operational readiness evaluation allows CAP-USAF to systematically improve its data collection, assessment methodology, and risk categorization of CAP operations.
- Increased inter-wing and inter-region exposure to different missions and techniques is a positive by-product of the new Ops Eval format. Cross-wing/region evaluations promote assessment integrity and reduce the likelihood of rater bias.

Evaluation Methodology:

- Ops Evals will be conducted on an annual basis with a **Lead POC**. Every wing and region must designate a primary point of contact (POC) for the Ops Evals and provide their name, CAPID, email address, and cell phone number to opseval@capnhq.gov by **15 October 2024**. NHQ will list the wing or region Director of Operations as the POC if a POC is not provided. Assistant POCs may also be provided.
- POC Responsibility: POCs are expected to maintain close coordination with the CAP and CAP-USAF Regions as well as the NHQ Ops Eval team to identify evaluators, schedule sorties, and assist with documentation needed to complete the required Ops Evals. The expectation is that CAP evaluators perform up to half of the required evaluations and CAP-USAF evaluators perform at least half of the evaluations. Anticipate regular calls and online meetings to facilitate the successful completion of the Ops Evals.
- Evaluations can be conducted for any AFAM sortie, and the CAP and the CAP-USAF region commanders will choose the missions.
- Evaluation Sortie: Any AFAM sortie in any wing can be evaluated. CAP and CAP-USAF region commanders will work together to determine the sorties to be evaluated. Additionally, not all mission sets occur annually for every wing. If a wing is executing a mission that fits this category (for example, Cadet Wings, Low Level Route Survey, etc.), the CAP and CAP-USAF commanders will consider conducting at least one evaluation on the missions. Region Flight Academies will also be evaluated. These Region Flight Academy evaluations will not be attributed to a wing.
- Sortie Failure: An individual evaluation is a failure if it generates five or more negative responses. Evaluators must be aware of these criteria and inform the region and the Liaison Region (LR) commanders. In the event of an individual failure, a new evaluator from either the CAP-USAF/LR or CAP, as well as CAP-USAF HQ, will be assigned to conduct the repeat evaluation. In the event of a second failure in the same mission set, the CAP/DO or CAP-USAF/DO or their designee will conduct the repeat evaluation. A sortie will receive an

automatic failure for a safety of flight or cadet protection issue. These failures will not result in a reevaluation.

- Other Evaluation Areas: Incident Command Post (ICP) and other critical functions remain centrally important to CAP. Commanders will consider sending evaluators to wings to review these operations during a Wing Led Exercise (A5 mission) consisting of a training scenario utilizing an ICP so that evaluators can observe ICP operations within the wing. This exercise may be at the time and place of the wing's choosing. Credit may be given for any wing participating in a region-led exercise or actual Air Force Assigned Mission that utilizes an ICP when evaluators are present, and the Ops Eval Checklist is completed. Wings should identify the dates and locations of the WLE missions to be considered for evaluation by **15 November 2024** and send via email to opseval@capnhq.gov.

Evaluator Responsibilities:

- As the intent is to evaluate CAP's capabilities to support all its missions, expect evaluators to try to view last-minute events, including search and rescue and disaster relief missions. Evaluators will coordinate as far ahead as practical with a goal of 7-day notice for routine and planned events. When an evaluator chooses a sortie to evaluate, every effort should be made to accommodate the evaluator's participation within mission limitations. All evaluators will hold a minimum of Mission Observer qualification.
- CAP and CAP-USAF region commanders must approve pilots and other crew members being evaluated on multiple sorties. Commanders may need to allow the same pilot or crew to be evaluated multiple times if they are the only pilot or crew available and qualified to meet mission needs.
- Special Interest Items (SII) for FY25:
 - SII 1: Completing all pre- and post-mission paperwork (CAPFs 104), including specific mission accomplishments.
 - SII 2: Coordination of after-action reports with the customer.
 - SII 3: IC completion of a daily/weekly SITREP and coordination with the appropriate LR.
 - SII 4: Following guidance as outlined in approved regulations and operation plans.
 - SII 5: Using the Wing training plan to drive sortie training requirements.
 - SII 6: Up-to-date Aircrew Information Folder (AIF) IAW CAPS 72-4 and CAPF 70-8.
 - SII 7: Completion of CAPF 73 when a vehicle (corporate or POV) is used for official CAP duties.
- Debriefing the evaluation is important and will improve readiness. Evaluators are encouraged to discuss each specific Ops Eval Checklist section and provide direct feedback to evaluated members as soon as possible after mission completion.

Annual Report:

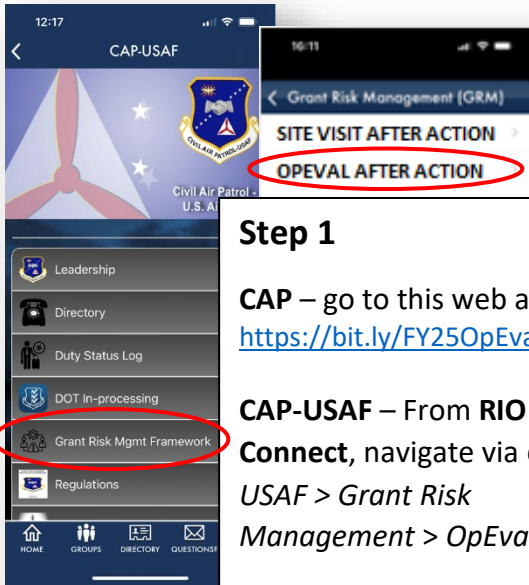
- The primary goals of the Ops Eval are to assess and improve CAP readiness to execute AFAMs. To achieve these goals, CAP/DO and CAP-USAF/DO will prepare, coordinate, finalize, distribute, and receive feedback on a formal report of findings, as discussed below:
 - After data collection is completed, data will be analyzed, and a draft report will be provided to the CSAG and CAP-USAF Detachments NLT **20 October 25** for discussion at the fall CSAG meeting.
 - CAP/DO and CAP-USAF/DO will complete the Ops Eval Final Report during the first quarter of the next fiscal year. The final report will be provided to each Wing and Region by **31 December 25**.
 - Field level feedback on the Final Report should flow up from the wings via email through the CAP regions and CAP-USAF LRs to CAP/DO and CAP-USAF/DO with a courtesy copy to opseval@capnhq.gov. Report findings should inform the development of wing training plans and other efforts to increase mission readiness.

Readiness Determination:

- The Ops Eval process supports the CAP-USAF/CC's aggregate readiness determination of CAP across the organization. Based on an analysis of the data collected throughout the evaluation, the CAP-USAF/CC will annually determine Civil Air Patrol's readiness to perform Air Force Assigned Missions, either in their entirety or relative to a specific mission set(s). If required, guidance and/or technical assistance will be provided to ensure adequate readiness before approving future missions.

How to Use the Operational Evaluation Report and Dashboard

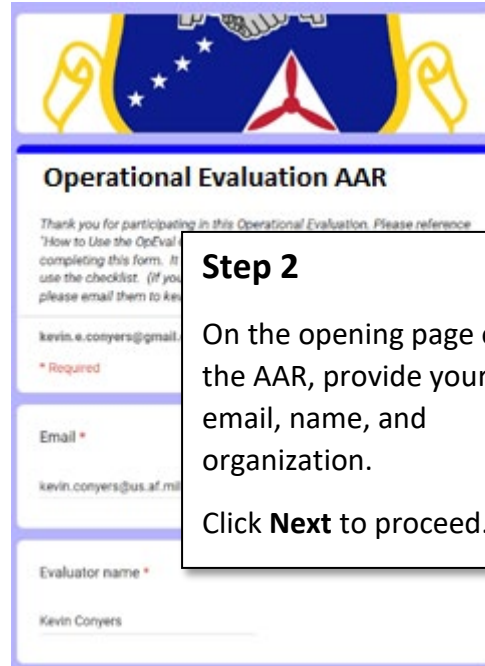
Purpose: This document contains two parts. The first part describes how to access and submit an OpEval After Action Report (AAR). The second section describes how to access and use the OpEval Dashboard.



Step 1

CAP – go to this web address <https://bit.ly/FY25OpEval>

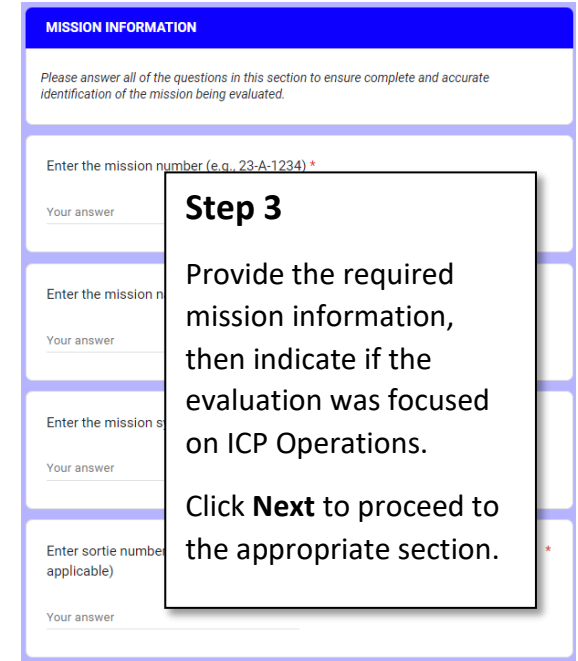
CAP-USAF – From **RIO Connect**, navigate via **CAP-USAF > Grant Risk Management > OpEval AAR**



Step 2

On the opening page of the AAR, provide your email, name, and organization.

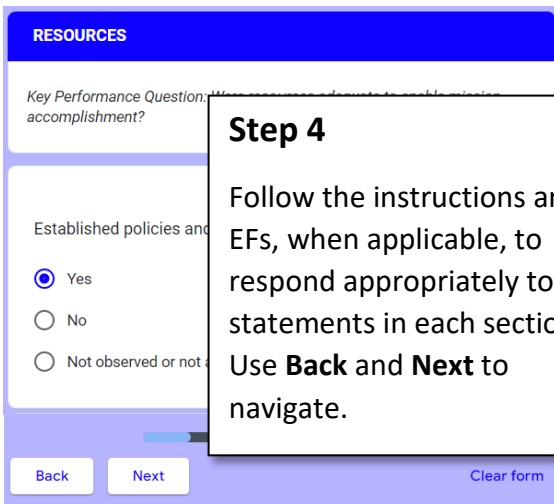
Click **Next** to proceed.



Step 3

Provide the required mission information, then indicate if the evaluation was focused on ICP Operations.

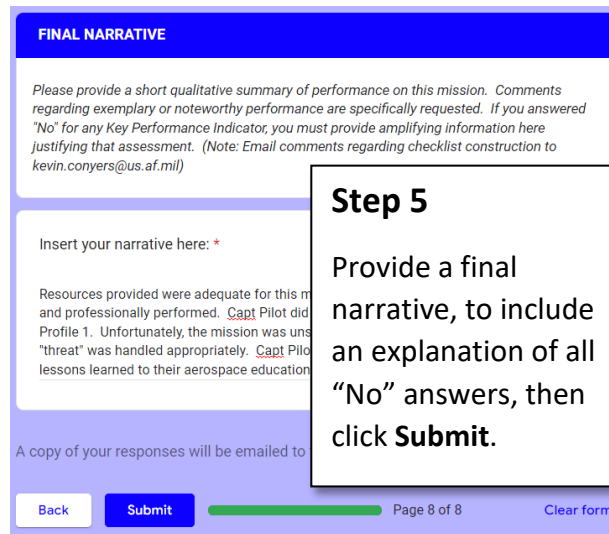
Click **Next** to proceed to the appropriate section.



Step 4

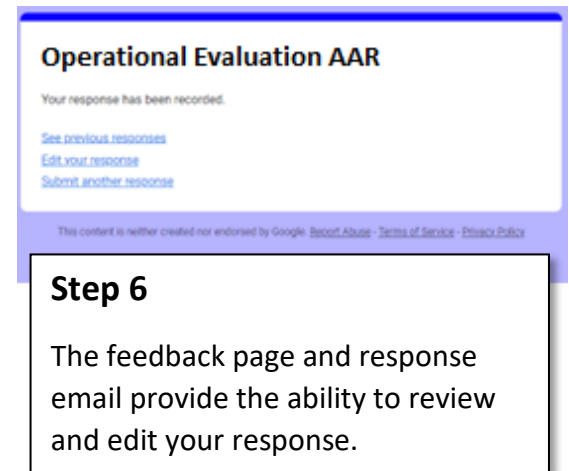
Follow the instructions and EFs, when applicable, to respond appropriately to the statements in each section.

Use **Back** and **Next** to navigate.



Step 5

Provide a final narrative, to include an explanation of all “No” answers, then click **Submit**.



Step 6

The feedback page and response email provide the ability to review and edit your response.

How to Use the Operational Evaluation Report and Dashboard

Key Performance Questions (KPQs) and Key Performance Indicators (KPIs)

The purpose of OpEval is to determine CAP's readiness to perform AFAUX missions. The OpEval AAR is organized around five Key Performance Questions (KPQs) that must be answered to make that determination. However, instead of asking you to answer very broad questions, you will be presented with a focused statement regarding one aspect of CAP's performance, also known as a Key Performance Indicator (KPI). If the statement is accurate, you will answer "Yes." If the statement is not accurate, you will answer "No." Answers will be aggregated by wing, region, missions, and mission sets, to determine CAP's readiness.

Note: You can review the OpEval KPQs/KPIs outside of the OpEval AAR by going to <https://bit.ly/FY25OEKPO>

Evaluation Factors

Within the OpEval AAR, you will encounter KPIs that reference an *Evaluation Factor (EF)* by number (e.g., EF3). Reference the information below to obtain the additional information needed to accurately respond to those KPIs.

(EF51) Policies and Procedures: CAP uses regulations to promulgate policy and procedures relevant to the performance of AFAUX missions. However, the dynamic and emerging nature of AFAUX mission can outpace the regulatory system. An old regulation is not an issue in and of itself; however, if regulations are not being followed, are out of sync with current procedures, or needed guidance is lacking – answer No. (This KPI correlates with Special Interest Item (SII) 4)

(EF52) Equipment: Consider the number, capability, and condition of equipment provided for the mission. It is not necessary that CAP provide the ideal configuration for any given mission; however, if the equipment was not safe, not operationally capable, or was not appropriately documented (e.g., Aircraft Information File or CAPF 73) – answer No. (This KPI correlates with SIIs 6 and 7)

(EF53) Personnel Qualifications: Examine the OpsQuals record of at least one member to determine if they were qualified to perform the role assigned to them. If a member is not qualified, they must be supervised by someone who is qualified to instruct that position. If this was not the case – answer No.

(EF54) Training: CAP members often receive mission or environment specific training at the region, wing, or unit level. As a result, lack of a national training program for a specific mission is not necessarily an issue. If mission characteristics required specific training that had not been provided at any level of the organization – answer No. If mission training was being conducted, but was not relevant to the wing training plan – answer No. (This KPI correlates with SII 5)

(EF55) Risk Mitigations: Planned risk mitigations should be used to execute the mission at the risk level that was approved. If risk mitigations briefed to the flight release officer were not implemented – answer No.

How to Use the Operational Evaluation Report and Dashboard

(EF56) Threats and Errors: “Threats” are hazards that arise during a mission (e.g., mechanical failure, weather). Errors are human mistakes (e.g., perception, communication, judgment, action/inaction). The mere occurrence of a threat or error is not necessarily an issue; however, if the crew does not apply appropriate “countermeasures” to address them in a timely and effective manner – answer No.

(EF57) Deliverables: If the mission requires collection of imagery or other data, these products should be promptly collected to ensure delivery to the customer. If this does not occur – answer No.

(EF58) Lessons Learned: Every mission provides a key opportunity for learning and improvement. If lessons learned are not addressed during the debrief – answer No.

(EF59) Hazards: Significant hazards should be reported using an appropriate method (e.g., chain of command, CAPSIS, ASRS). If a significant hazard was encountered, but left unreported – answer No.

(EF60) Documentation: The e104 debrief form should be properly completed to document mission results. If the mission summary, results/deliverables, weather, and sortie effectiveness sections of the e104 were not completed – answer No. (Note: CAPS 71-4 allows proficiency sorties to be documented by uploading a copy of the sortie checklist under Sortie Files.) For the larger mission perspective, if After Action Reports (AARs), daily, or weekly SITREPs are not provided – answer No. (This KPI correlates with SIIs 1, 2, and 3)

(EF61) Qualified Personnel: Qualifications can be verified by reviewing a member’s CAPF 101 card.

(EF62) Failure: If the approach taken created serious safety concerns and/or violated cadet protection practices, select the appropriate box(es); otherwise, select Not applicable.

How to Use the Operational Evaluation Report and Dashboard

Purpose: This section of the job aid describes how to access and use the Operational Evaluation (OpEval) Dashboard. The OpEval Dashboard provides insights into the status of OpEval based on OpEval checklists submitted by CAP and CAP-USAF evaluators. The data is updated in real-time as reports are submitted.

Step 1

Go to this web address:

<https://bit.ly/FY25OEDB>

or scan the QR Code below.

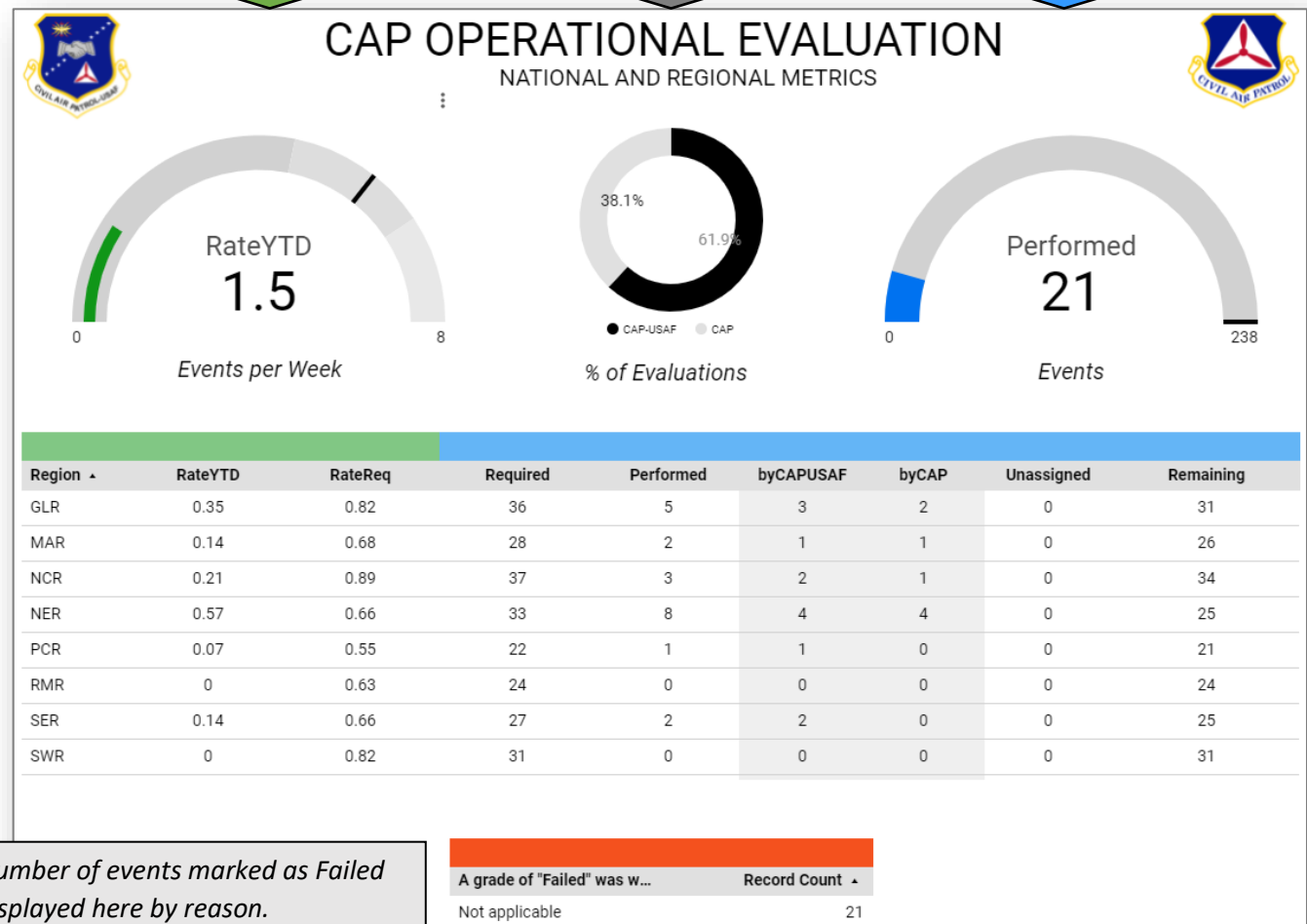
Note: This resource is not accessible from an AFNET



The left side compares the current rate of OpEval events to the rate required to complete requirements by FY end.

The center graph shows % of events by organization.

The right side displays the number of evaluations required, performed (by organization), unassigned, & remaining.



The number of events marked as Failed are displayed here by reason.

CIVIL AIR PATROL OPERATIONAL EVALUATION

REGION AND WING METRICS

Region Record Count

- NER 9
- NCR 7
- MAR 7
- GLR 6
- SER 6
- SWR 6 ONLY
- PCR 6
- RMR 5

Region...	Wing...	Required	Performed	byCAPUSAF
GLR	IL	7	0	0
GLR	IN	6	2	1
GLR	KY	6	8	2
GLR	MI	2	0	0
GLR	OH	2	0	0
GLR	WI	15	0	0
MAR	DC	2	0	0
MAR	DE	4	0	0
MAR	MD	2	0	0
MAR	NC	2	1	1
MAR	SC	8	0	0
MAR	VA	2	1	1
MAR	WV	8	0	0
NCR	IA	2	0	0
NCR	KS	2	0	0
NCR	MN	14	0	0
NCR	MO	2	2	2
NCR	ND	7	0	0
NCR	NE	5	0	0
NCR	SD	5	1	1

Step 2

The second page provides identical information for each Wing. You can use the filter option to limit the display by region (click the ONLY button).

CIVIL AIR PATROL OPERATIONAL EVALUATION

REGION AND WING METRICS

Region: SWR (1)

Region...	Wing...	RateYTD	RateReq	%RateRequired	Required	Performed	byCAPUSAF	byCAP	Unassigned	Remaining	%Complete
SWR	AR	0	0.34	0	13	0	0	0	0	13	0
SWR	AZ	0	0.05	0	2	0	0	0	0	2	0
SWR	LA	0	0.05	0	2	0	0	0	0	2	0
SWR	NM	0	0.26	0	10	0	0	0	0	10	0
SWR	OK	0	0.05	0	2	0	0	0	0	2	0
SWR	TX	0	0.05	0	2	0	0	0	0	2	0

Steps 3 and 4

The third page provides the number of events remaining by mission category for each Wing. Again, you can use the filter option to limit the display by region.

Similarly, the fourth page provides the number of events performed by mission category for each Wing but can be filtered by Region and/or Organization.

CIVIL AIR PATROL OPERATIONAL EVALUATION

REMAINING EVENTS BY MSN CATEGORY

Region: SWR (1)

Region	Org	A0/A24	A2	A3	A5	A6/8/15/19	A7	A12	A17	A18	A22	A23	A25-A28	Any A/B
SWR	AR	1	2	0	0	0	0	0	0	0	0	0	0	0
SWR	AZ	0	0	0	0	0	0	0	0	0	0	0	0	0
SWR	LA	0	0	0	0	0	0	0	0	0	0	0	0	0
SWR	NM	1	0	1	0	0	0	0	0	0	0	0	0	0
SWR	OK	0	0	0	0	0	0	0	0	0	0	0	0	0
SWR	TX	0	0	0	0	0	0	0	0	0	0	0	0	0

CIVIL AIR PATROL OPERATIONAL EVALUATION

PERFORMED EVENTS BY MSN CATEGORY

Region: GLR (1)

Org: CAP-USAF (1)

Region	Wing	A0/A24	A2	A3	A5	A6/8/15/19	A7	A12	A17	A18	A22	A23	A25-A28	Others
GLR	KY	1	0	0	1	0	0	0	0	0	0	0	0	0
GLR	OH	0	0	0	0	0	0	0	0	0	0	0	0	0
GLR	WI	0	0	0	0	0	0	0	0	0	0	0	0	0
GLR	MI	0	0	0	0	0	0	0	0	0	0	0	0	0
GLR	IN	0	0	0	0	0	0	0	1	0	0	0	0	0
GLR	IL	0	0	0	0	0	0	0	0	0	0	0	0	0

**Attachment 3
Ops Eval Question Database**

Section	Q#	Question	EF#	Response format	Available Selections	Required
S1: OPERATIONAL EVALUATION AFTER ACTION REPORT <i>Thank you for participating in this Operational Evaluation of CAP's ability to perform missions as an Auxiliary of the U.S. Air Force. The job aid "How to Use the OpEval After Action Report" provides instructions for the use of this form, as well as detailed Evaluation Factors (EFs) which are referenced on some questions. (If you have comments regarding the design of this report, please email them to capusafnhq@gmail.com)</i>	1	Email		valid email	none	yes
	2	Evaluator name		Short answer		
	3	Evaluator organization		Dropdown	CAP, CAP-USAF	yes
S2: MISSION INFORMATION <i>Please answer all of the questions in this section to ensure complete and accurate identification of the mission being evaluated.</i>	4	Enter the mission number (e.g., 24-A-1234)		short answer	None	yes
	5	Enter the mission name (e.g., CAWG SAREX)		short answer	None	yes
	6	Enter the mission symbol (e.g., A99) <i>Mission symbols are 3 characters or less without a dash or space between characters</i>		short answer	None	yes
	7	Select the state/territory where the mission was performed		Dropdown	All states and territories, plus Europe & Asia	yes
	8	Enter the date your evaluation occurred (or concluded)		Short answer	None	yes
	9	Select the primary method of evaluation		Multiple choice	Onsite observation, Observation via web/video/teleconference, Review of mission documentation	yes
	10	Was this evaluation focused on operation of an Incident Command Post (ICP)?		Multiple choice	Yes/No; GO TO SECTION	yes

Section	Q#	Question	EF#	Response format	Available Selections	Required
S3: SORTIE INFORMATION <i>Typically, an evaluation event consists of a single sortie. In some cases (e.g., retrospective of a real-world mission), data from multiple sorties can inform the evaluation. Use the question below to identify sorties considered as part of this evaluation report.</i>	11	Enter sortie numbers observed (e.g., A0001, A0002; or A0001-A0003, or not applicable)		short answer	None	yes
	44	Enter CAPID for the Pilot(s) in Command		short answer	None	yes
S4: RESOURCES <i>Key Performance Question: Were resources adequate to enable mission accomplishment?</i>	12	Established policies and procedures were adequate	51	multiple choice	Yes, No, Not observed or not applicable	yes
	13	Equipment was adequate (i.e., aircraft, vehicles, planning systems, C3, sensors, etc.)	52	multiple choice	Yes, No, Not observed or not applicable	yes
	14	Personnel were qualified or appropriately supervised	53	multiple choice	Yes, No, Not observed or not applicable	yes
	15	Personnel were properly trained or, when applicable, were being trained on an approved syllabus	54	multiple choice	Yes, No, Not observed or not applicable	yes
	16	Passengers were approved		multiple choice	Yes, No, Not observed or not applicable	yes
	17	Guidance was adequate (i.e., Oplan and sortie specific tasking)		multiple choice	Yes, No, Not observed or not applicable	yes
S5: PLANNING <i>Key Performance Question: Did planning result in selection of a safe, executable course of action with a reasonable probability of success?</i>	18	Relevant planning data was obtained and considered		multiple choice	Yes, No, Not observed or not applicable	yes
	19	Likely contingencies were addressed		multiple choice	Yes, No, Not observed or not applicable	yes
	20	Appropriate risk mitigations were developed		multiple choice	Yes, No, Not observed or not applicable	yes
S6: BRIEFING <i>Key Performance Question: Did briefing effectively communicate the plan?</i>	21	Each phase of the mission was described sufficiently		multiple choice	Yes, No, Not observed or not applicable	yes
	22	Crew responsibilities were appropriately delineated		multiple choice	Yes, No, Not observed or not applicable	yes
	23	Passengers were briefed as required		multiple choice	Yes, No, Not observed or not applicable	yes
	24	Support agencies were appropriately briefed		multiple choice	Yes, No, Not observed or not applicable	yes

Section	Q#	Question	EF#	Response format	Available Selections	Required
S7: EXECUTION <i>Key Performance Question: Was the mission executed safely and effectively?</i>	25	Risk mitigations were maintained	55	multiple choice	Yes, No, Not observed or not applicable	yes
	26	Response to Threats and Errors was timely and appropriate	56	multiple choice	Yes, No, Not observed or not applicable	yes
	27	Required sortie objectives were accomplished		multiple choice	Yes; No, due to environmental factors; No, due to customer; No, due to aircraft issues; No, due to crew issues; Not observed or not applicable	yes
S8: DEBRIEFING <i>Key Performance Question: Did debriefing ensure capture of mission critical information?</i>	28	Deliverables were collected	57	multiple choice	Yes, No, Not observed or not applicable	yes
	29	Lessons learned were discussed	58	multiple choice	Yes, No, Not observed or not applicable	yes
	30	Relevant hazards were identified and reported	59	multiple choice	Yes, No, Not observed or not applicable	yes
	31	Documentation of mission effectiveness was submitted	60	multiple choice	Yes, No, Not observed or not applicable	yes
S9: INCIDENT COMMAND POST OPERATIONS <i>Key Performance Question: Was the ICP effectively utilized to meet customer requirements?</i>	32	Select how the Incident Command Post (ICP) was operated		multiple choice	In-person, Virtual, Combination	yes
	33	The ICP was staffed with an appropriate number of qualified personnel	61	multiple choice	Yes, No	yes
	34	The Wing's annual Training Plan was considered in the development of exercise objectives		multiple choice	Yes, No, Not applicable (Real world mission only)	yes
	35	Mission base staff personnel were involved in the creation of exercise objectives or injects		multiple choice	Yes, No, Not applicable (Real world mission only)	yes
	36	Lessons learned from previous exercises or real world missions were briefed by ICP staff prior to mission execution		multiple choice	Yes, No, Not applicable (Real world mission only)	yes
	37	The Incident Commander (IC) provided timely updates to the customer throughout the course of the mission		multiple choice	Yes, No	yes
	38	Requested deliverables met customer specifications		multiple choice	Yes, No	yes
	39	The IC ensured all customer requirements were accomplished in a safe and efficient manner		multiple choice	Yes, No	yes

Section	Q#	Question	EF#	Response format	Available Selections	Required
	40	The IC submitted a Situation Report (SITREP) to CAP's National Operations Center (NOC)		multiple choice	Yes, No	yes
	41	The Wing conducted an After Action Review or hotwash to discuss lessons learned		multiple choice	Yes, No	yes
S10: SUMMARY <i>Please indicate if there were any Safety or Cadet Protection issues that warranted assigning a "Failed" grade to this event. Provide a short qualitative summary of performance on this mission. Comments regarding exemplary or noteworthy performance are specifically requested. If you answered "No" for any Key Performance Indicator, you must provide amplifying information here justifying/explaining that assessment. (If you have comments regarding the design of this report, please email them to capusafnhq@gmail.com)</i>	42	A grade of "Failed" was warranted due to Safety or Cadet Protection issues (Select all that apply)	62	Checkboxes	Failed for Safety, Failed for Cadet Protection, Not applicable	yes
	43	Insert your narrative here		paragraph	None	no