

CESSNA FLIGHT TRAINING

COURSE SYLLABUS

SPORT / PRIVATE PILOT



**Cessna eLearning
Web Based Instructional Programs**

Cessna Sport / Private Pilot Training Course

SYLLABUS

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Cessna Sport / Private Pilot Syllabus

Your Path to Becoming a Pilot

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SPORT / PRIVATE SYLLABUS REVISION RECORD

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Ver. 1.03	06-01-12	06-15-12	Pg 60, 64, 89 & 91 added magnetic compass use to task standard
Ver. 1.03	06-01-12	06-15-12	Pg 87 & 90 revised standards on <u>Single-pilot resource management</u> tasks to read: "Practical test standards"
Ver. 1.03	06-01-12	06-15-12	Pg 88, 89, 91 & 92 revised standards for all tasks under <u>Airport operations; Takeoffs, landings, and go-arounds; Performance maneuvers; Ground reference maneuvers, Slow flight & stalls; and Emergency operations</u> to read "Practical test standards"
Ver. 1.03	06-01-12	06-15-12	Pg 89 & 91 revised the <u>Navigation</u> task standards for <i>Pilotage and dead reckoning, Navigation systems and radar services, and Diversion</i> to read: "Practical test standards except maintains appropriate altitude +/-100 feet"
Ver. 1.03	06-01-12	06-15-12	Pg 89 & 92 revised the <u>Basic instrument maneuvers</u> task standard for <i>Radio communications, navigation systems/facilities, and radar services</i> to read: "Practical test standards except maintains heading +/-10°"

Record of Revisions

**SPORT / PRIVATE SYLLABUS
REVISION RECORD**

<i>Revision Number</i>	<i>Revision Date</i>	<i>Online Date</i>	<i>Change Description</i>

Cessna Sport / Private Pilot Syllabus

Your Path to Becoming a Pilot

Congratulations!

You now embark on one of the most exciting endeavors—learning to fly. You will find it challenging and fun, as well as intellectually, physically and emotionally stimulating. Whether you use an airplane as a tool for business or simply to get above and beyond life on the ground, you'll find that the act of piloting an airplane expands your mind and senses like nothing else you've ever experienced.

This syllabus is the guide to your flight training. By following it, you know the objective of every phase of training and individual flight scenario. It also helps you to understand the topics that you need to study before you go to the airport and to check your progress throughout your training.

Each flight scenario within the course of training forms a building block to move you towards your goal of becoming a safe, competent pilot.

Best of all, you know when you've done well, because each phase outlines the completion standards you need to achieve.

STEPS FOR BECOMING A PILOT

Earning a certificate to be "Pilot in Command" with the right to carry one or more passengers involves a few specific steps. Your Cessna Pilot Center will explain each step below in detail.

- Be at least 17 years old (you can start training earlier).
- Pass a simple medical exam (Private Pilot) or hold a valid driver's license (Sport Pilot).
- Pass a test on aeronautical knowledge (this course prepares you for that test).
- Complete the required flight training for the course (see Appendix D).
- Pass a practical test

COURSE ELEMENTS

The Cessna online pilot training

- Provides innovative and interactive learning exercises.
- Is accessible anywhere you have an Internet connection.
- Can be downloaded for your convenience.

The unique design of the training program

- Integrates web-based knowledge sessions with flight scenarios.
- Ensures that before every flight you will have the required knowledge to succeed.
- Includes flight previews to give you a pilot's view of what you will practice in the airplane.

You and your instructor will discuss the schedule for your training and you will know

- When to complete the appropriate web-based knowledge instruction and flight previews.
- What to bring with you for each flight scenario.

Upon completion of each flight scenario you and your instructor will

- Review the elements of the flight scenario and the scenario outcome.
- Compare your performance to the completion standards.
- Independently evaluate the tasks in the flight scenario.
- Discuss and compare the results.
- Discuss the next flight scenario.

Please note that it may take you more than one flight to complete a flight scenario to the established standards.

COURSE STRUCTURE

STAGES

The course is divided into three stages.

- Stage 1: Pre-Solo
- Stage 2: Solo & Cross-Country
- Stage 3: Preparing for Your Practical Test

PHASES

Each stage is divided into phases. There are a total of ten phases:

Stage 1: Pre-Solo

- Phase 1: Learning Your Airplane
- Phase 2: Improving Control
- Phase 3: Takeoffs and Landings
- Phase 4: Preparing for Solo Flight
- Phase 5: Solo Flight

Stage 2: Solo & Cross-Country

- Phase 6: Getting Ready for Cross-Country Flying
- Phase 7: Flying Cross-Country
- Phase 8: Flying at Night
- Phase 9: Advancing Your Skills

Stage 3: Preparing for Your Practical Test

- Phase 10: Final Preparation for Your Practical Test

SCENARIOS

There are multiple flight scenarios within each phase. The completion standards for each phase are found in the phase proficiency checklist.

Once all items on the phase proficiency checklist are completed to the level of performance required for that phase, you can then move on to the next phase of training.

You are not required to complete every flight scenario within a phase, but it is highly recommended that you do so, as the scenarios progress in complexity to give you maximum efficiency in your training.

PHASE SEQUENCE

The ten phases are:

- 1. LEARNING YOUR AIRPLANE** — In this phase you learn what makes your airplane fly, how to control your airplane in flight, and how to know if your airplane is airworthy.
- 2. IMPROVING CONTROL** — Here you add to your skill set the maneuvers that allow you to fly more precisely. You hone the basic skills you have already learned, and develop safety habits that will serve you well throughout your flying career. You will also fly with another instructor to check your progress.
- 3. TAKEOFFS AND LANDINGS** — This is where you put into practice all of your skills, so you can make satisfying takeoffs and landings on your own.
- 4. PREPARING FOR SOLO FLIGHT** — Here you practice airport operations, takeoffs and landings, emergency procedures, and ground reference maneuvers in order to ensure you are ready for solo flight. You will also receive a pre-solo briefing as well as take a pre-solo knowledge test.
- 5. SOLO FLIGHT** — After passing a progress check to ensure you are safe and ready to fly on your own, you will take your exciting first solo flight that you will remember for a lifetime.
- 6. GETTING READY FOR CROSS-COUNTRY FLYING** — In this phase, you learn short- and soft-field takeoff and landing techniques, navigation, and control of the airplane by reference to the flight display.
- 7. FLYING CROSS COUNTRY** — Here you learn the steps involved in planning and flying a safe and successful cross-country. You will receive a solo cross-country briefing and take the Cessna Pilot Center knowledge test. After passing a progress check, you will complete your first solo cross-country flight.
- 8. FLYING AT NIGHT (*PRIVATE PILOT COURSE ONLY*)** — In this phase you discover what night flying is all about by taking both a local and a cross-country flight at night.
- 9. POLISHING YOUR SKILLS (*PRIVATE PILOT COURSE ONLY*)** — Here you go on your longest solo cross-country flight and wrap up any loose ends with your training.
- 10. FINAL PREPARATION FOR YOUR PRACTICAL TEST** — In the final phase, you review everything you have learned. After passing the final progress check, you have completed the course and are ready for the FAA practical test.

Since each phase builds on what you have learned before, it is important that you complete the phase in the proper sequence. However, some degree of flexibility is necessary.

- Weather and other factors may make it impractical to conduct a particular flight scenario while another may be possible.
- In this case your instructor, with the approval of the chief instructor, may suggest out-of-phase and out-of-stage scenarios that can be completed with the current conditions.
- Your instructor may also determine that you can complete all or portions of a flight scenario using an aviation training device or flight simulation software.
 - These sessions will enhance your learning and allow you to continue progress on a scenario or phase when conditions preclude flight in the airplane.

SPORT PILOT CERTIFICATE OPTION

The Cessna Sport / Private Syllabus and Web-Based Knowledge Instruction (WBI) course supports preparing for either a Sport Pilot or Private Pilot certificate. You will choose one certificate level or the other when you enroll in the course, but you may easily change your decision well into your training if you find the other pilot certificate better serves your needs. Be sure to discuss with your instructor why you are learning to fly and what you plan to do with your pilot certificate. Together you can examine the Sport and Private requirements and their associated certificate privileges, so you can best match them to your expectations.

The sport pilot certificate allows you to skip all of Phases 8 and 9 and proceed directly to Phase 10. However, please keep in mind that you will miss out on the joys of flying at night and the extra privileges of a private pilot certificate.

As a sport pilot you can

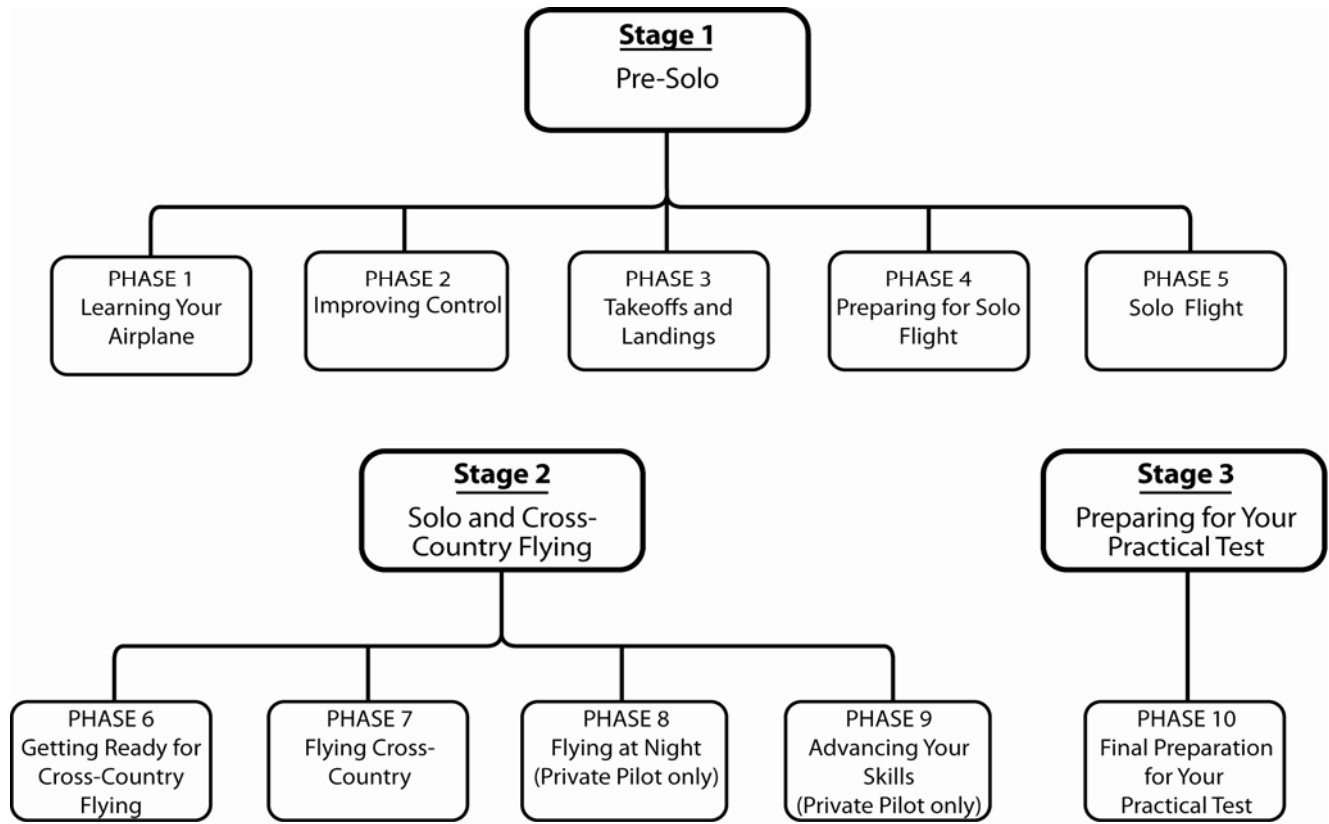
- Fly a two-seat light sport airplane.
- Carry one passenger.
- Fly during the day.
- Fly with a valid driver's license instead of a medical certificate.

As a private pilot you can

- Fly airplanes carrying more than one passenger.
- Fly at night.
- Become instrument rated to fly in conditions unsuitable for visual flight.
- Fly to airports in more complex airspace.

SYLLABUS STRUCTURE

The syllabus is divided into three stages and consists of ten phases.



STAGES

There are three stages of training. Each stage has

- *Suggested* one-on-one **Knowledge Review Sessions**
- *Required* **Expanded Instructor Briefings**
- *Required* **Progress Checks**

Knowledge Review Sessions

The *suggested* one-on-one knowledge review sessions are designed to

- Supplement the web-based knowledge instruction as necessary, and
- Enhance learning by identifying any weak areas.

The one-on-one knowledge review sessions

- Are not required but strongly recommended.
- Can be found in Appendix B of the syllabus.

IMPORTANT: *The syllabus does not address your local Cessna Pilot Center's safety practices and procedures; review these key items before or after the first flight with your instructor.*

Expanded Instructor Briefing

Before each knowledge test, there is in a *required* expanded instructor briefing as a final preparation for the test. These briefings

- Can be found in Appendix A of the syllabus
- Occur in
 - Stage 1, Phase 4: *Pre-Solo Briefing*
 - Pre-Solo Knowledge Test
 - Stage 2, Phase 7: *Solo Cross-Country Briefing*
 - CPC Knowledge Test
 - Stage 3, Phase 10, *Practical Test Briefing*
 - FAA Practical Test

Progress Check

Within each stage, there is a *required* progress check that

- Checks your progress and the effectiveness of your instructor pairing.
- Consists of oral quizzing and a flight.
- Is given by the Chief Flight Instructor, Assistant Chief Flight Instructor or a designated instructor.

The progress checks can be found in

- Stage 1
 - Phases 2 and 5
- Stage 2
 - Phase 7
- Stage 3
 - Phase 10

PHASES

There are 10 phases of training. Each phase has

- **Required Web-based Knowledge Instruction**
- **Suggested Flight Scenarios**
- **Required Phase Ground Training Checklists**
- **Required Phase Proficiency Checklists**

Web-based Knowledge Instruction that

- Forms the customer's knowledge foundation to be used for the flight scenarios
- Is directly correlated to the phase
- Is to be completed before the corresponding phase can be considered complete

Flight Scenarios

- Are placed in a suggested order of completion.
- Can be flown
 - Once.
 - More than once.
 - Not at all.
- Can be customized to for your local training environment.
- Can be completed out of phase or stage if approved by the Chief or Assistant Chief Instructor.

Phase Ground Training Checklists

- Can be prepared for through study of the web-based curriculum, flight preview and course library materials
 - Including FAA publications such as the Pilot's Handbook of Aeronautical Knowledge and Airplane Flying Handbook
- Contain knowledge areas "New this Phase"
- These items
 - Can be recorded as 'Instruction Given', 'Describe' or 'Explain'
 - Must be demonstrated to the 'Explain' level to complete the phase.
 - 'Instruction Given' indicates that your instructor briefed you on the subject.
 - 'Describe' indicates that you are able to describe the physical characteristics of the maneuver or knowledge area.
 - 'Explain' indicates that you are able to describe the task or knowledge area and understand the underlying concepts, principles and procedures.

Phase Proficiency Checklists

- Contain tasks that are to be completed in order to the 'Perform' level in order to complete the phase.
- Contain single-pilot resource management that is to be completed to the 'Manage/Decide' level
 - Grading criteria is discussed in detail later in this document.
- Contains completion standards for the phase.

PROGRESSING THROUGH THE SYLLABUS

A phase is considered complete when all the tasks are completed to the 'Perform' or 'Manage/Decide' level as appropriate for the completions standards given on the Phase Proficiency Checklist.

It is recommend that the order of the suggested scenarios be followed

- However, with the approval of your Chief or Assistant Chief Instructor you can complete scenarios that are out of the current phase.
 - With the exception of solo flights.
- This flexibility allows greater efficiency in course of flight training.

You do not need to complete all scenarios in a phase in order to complete that particular phase. The scenarios are simply suggested flights to get you to the 'Perform' and 'Manage/Decide' level for the tasks and standards for that phase.

It is more common to repeat the scenarios in order to obtain the desired level of proficiency and safety than to skip them.

If you are able meet all of the phase standards and skip a scenario, you and your instructor must make sure that you meet the hourly training requirements shown in Appendix D if they are applicable to your training course. It is possible that you could finish up the course and have to make up time at the end.

INTEGRATING AVIATION TRAINING DEVICES INTO THE COURSE

It is highly recommended that computer simulation software and aviation training devices be used to familiarize you to new concepts and techniques whenever possible.

This syllabus is designed for integrated use with a wide variety of aviation training devices (ATDs), which include basic aviation training devices (BATDs) and advanced aviation training devices (AATDs).

The following scenarios may be performed in an aviation training device before flying the scenario in the airplane:

- Stage 1
 - Phase 2, Scenario 3
 - *Making Steep Turns*
 - Phase 4, Scenario 1
 - *Using Your Flight Display/Instruments to Control the Airplane*
- Stage 2
 - Phase 6, Scenario 3
 - *Using Electronic Navigation / Instrument Flight*
 - Phase 7, Scenario 1
 - *Going Cross-Country*
 - Phase 7, Scenario 4
 - *Your First Solo Cross-Country*
- Stage 3
 - Phase 10, Scenario 1
 - *Mock FAA Practical Test*

OVERALL SYSTEM USE

The Cessna Sport / Private training system is designed to provide the most benefit when

- The instructor assigns preparation for the next scenario
 - Web-based study
 - Suggested study materials
 - Scenario planning
- Prior to the next scenario, you
 - Study the assigned materials
 - Print a Phase Progress Report for your training records at the airport
 - Perform the necessary scenario planning
- Prior to the flight, the instructor
 - Prints your training package including the
 - Phase Ground Training Checklist
 - Phase Proficiency Checklist
 - Scenario
- During the preflight briefing

- Your instructor reviews the Phase Progress Report you provide and evaluates the applicable items on the Phase Ground Training Checklist
- You ask any questions you may have and clarify your understanding of the knowledge areas and the upcoming scenario you will fly and brief the instructor on the scenario planning
- During the postflight briefing
 - You independently grade the applicable tasks on the Phase Proficiency Checklist
 - Your instructor independently grades the tasks on the Phase Proficiency Checklist
 - You then discuss the scenario outcome and compare grading
 - The instructor logs the scenario into the Course Tracking Application on the computer at your Cessna Pilot Center

FAA INDUSTRY TRAINING STANDARDS (FITS)

This flight training syllabus uses the concepts developed under the FAA Industry Training Standards (FITS) program. FITS incorporates three tenets

- Scenario-based training (SBT)
- Single-pilot resource management (SRM)
- Learner-centered grading (LCG)

Scenario-Based Training (SBT) uses real-world scenarios as the foundation of training. Flight maneuvers are still a vital part of flight training, but the use of real-world scenarios help to develop a pilot's decision making skills. The training presents situations and circumstances that pilots face every day as learning experiences.

Single-Pilot Resource Management (SRM) includes the concepts of aeronautical decision making (ADM), risk management (RM), task management (TM), automation management (AM), controlled flight into terrain (CFIT) awareness, and situational awareness (SA). SRM training helps the pilot to accurately assess and manage risk, thereby making logical and timely decisions.

Learner-Centered Grading (LCG) includes two parts: learner self assessment and a detailed debrief by the instructor. The purpose of the self assessment is to stimulate growth in the learner's thought processes and, in turn, behaviors. The self assessment is followed by an in-depth discussion between the instructor and the customer that compares the instructor's assessment to the customer's self assessment.

SCENARIO-BASED TRAINING

The scenario-based approach to training pilots emphasizes the development of critical thinking and flight management skills, rather than focusing solely on traditional maneuver-based skills. The goal of this training philosophy is the accelerated acquisition of higher-level decision making skills. Such skills are necessary to prevent pilot-induced accidents.

Scenario-based training goals include the development of

- Critical thinking skills

- Aeronautical decision making skills
- Situational awareness
- Pattern recognition (emergency procedures) and judgment skills
- Automation competence
- Planning and execution skills
- Procedural knowledge
- Psychomotor (hand-eye coordination) skills
- Risk management skills
- Task management skills
- Automation management skills
- Controlled flight into terrain (CFIT) awareness

For scenario-based training to be effective there must be a purpose for the flight and consequences if the flight is not completed as planned.

It is vital that you, the pilot in training, and the instructor communicate the following information well in advance of every training flight:

- Purpose of the flight
- Pressures to complete the flight (real or simulated)
- Risks/hazards associated with the scenario (real or simulated)
- Scenario destination(s)
- Desired outcomes
- Possible in-flight scenario changes or deviations (during later stages of the program)

With the guidance of your instructor, you should plan and fly the scenario as realistic as possible. This means that you will know where you are going and what will transpire during the flight. While the actual flight may deviate from the original plan, this method allows you to be placed in a realistic scenario.

SCENARIO PLANNING

Prior to the flight, you will be briefed on the scenario to be planned. You will plan the scenario; your instructor will help you the first few times. The flight scenario should include

- Simulated real-world reason to go flying
- Route
 - Destination(s)
 - Weather
 - NOTAMs
- Pressures to complete the flight (real or simulated)
- Risks associated with the scenario (real or simulated)
- Possible deviations

Reality is the ultimate learning situation, and scenario-based training attempts to get as close as possible to this ideal. The more realistic the training scenario

- The better we learn core safety habits, and
- Decision-making skills that can be applied in the real-world.

SINGLE-PILOT RESOURCE MANAGEMENT (SRM)

Single-pilot resource management is defined as the art and science of managing all the resources (both onboard the aircraft and from outside sources) available to a pilot flying in a single-pilot operation (prior to and during flight) to ensure that the successful outcome of the flight is never in doubt.

SRM includes the concepts of

- Task management (TM)
- Automation management (AM)
- Risk management (RM)
- Aeronautical decision making (ADM)
- Situational awareness (SA)
- Controlled flight into terrain (CFIT) awareness

SRM training helps a pilot maintain situational awareness by

- Managing the technology in the aircraft as well as aircraft control and navigation tasks.
- Enabling the pilot to accurately assess and manage risk while making accurate and timely decisions.
- Helping pilots learn how to gather information, analyze it and make decisions.

In most flight scenarios, there is no one correct answer. Pilots are expected to analyze each situation in light of their

- Experience level
- Personal minimums
- Current physical and mental condition
- Ability to make their own decisions as best as possible

Below are standards for each training concept of SRM:

Performance	Standards
The training task is:	You will:
Task management (TM)	Prioritize and select the most appropriate tasks (or series of tasks) to ensure successful completion of the training scenario.
Automation management (AM)	Program and utilize the most appropriate and useful modes of cockpit automation to ensure successful completion of the training scenario.
Risk management (RM) and	Consistently make informed decisions in a timely manner based on the task at hand and a thorough knowledge and use of all available resources.
Aeronautical decision-making (ADM)	Consistently make informed decisions in a timely manner based on the task at hand and a thorough knowledge and use of all available resources.
Situational Awareness (SA)	Be aware of all factors such as traffic, weather, fuel state, aircraft mechanical condition, and pilot fatigue level that may have an impact on the successful completion of the training.
Controlled Flight Into Terrain (CFIT) Awareness	Understand, describe, and apply techniques to avoid CFIT during inadvertent encounters with IMC during VFR flight, periods of reduced visibility, or at night.

LEARNER-CENTERED GRADING

Learner-centered grading includes two parts

- Learner self-assessment
- A detailed debrief by the instructor

The purpose of the self-assessment is to stimulate growth in the learner's thought processes and, in turn, behaviors. The self-assessment is followed by an in-depth discussion between you and your flight instructor that compares your self-assessment to the instructor's assessment.

Pre- and postflight briefings are essential for setting goals. During events and tasks that require high levels of attention, there may be little time for learning as the bulk of your cognitive resources are given to performing the actual task.

INDEPENDENTLY GRADING THE SCENARIO

After the scenario is complete, you and the customer should independently grade their performance for maneuvers and single-pilot resource management (SRM). Note that any grade that would not apply to the task has been grayed out in this syllabus.

It is very important that enough time is allowed. Simply assigning grades and signing logbooks within a limited period of time will not work with this grading system.

After independently evaluating the *actual scenario outcomes* compared to the *desired outcomes*

- You and your instructor come together to compare and discuss your individual evaluations during the postflight discussion.

You and your instructor may disagree on the evaluations.

- This should be used as an opportunity to discuss the scenario further.
- The instructor has the final authority in assigning the final grade for the desired outcomes.

MANEUVER (TASK) GRADES

- **Describe** – At the completion of the ground training session, the pilot in training will be able to describe the physical characteristics of the task at a rote level.
- **Explain** – At the completion of the ground training session, the pilot in training will be able to describe the task and display an understanding of the underlying concepts, principles, and procedures.
- **Practice** – At the completion of the scenario the pilot in training will be able to plan and execute the scenario. *Coaching, instruction, and/or assistance from the instructor will correct deviations and errors identified by the instructor.*
- **Perform** – At the completion of the scenario, the pilot in training will be able to perform the activity without assistance from the instructor. *Errors and deviations will be identified and corrected by the customer in an expeditious manner. At no time will the successful completion of the activity be in doubt. ('Perform' will be used to signify that the pilot is satisfactorily demonstrating proficiency in traditional piloting and systems operation skills.)*
- **Not Observed** – Any event not accomplished or required in the scenario

Example:

- Once the pilot in training can explain the effect of crosswind and speed reduction on rudder effectiveness, they have achieved a level of learning that will allow for meaningful "Practice."
- The "Perform" level is met when the completion standards for the particular scenario or phase are met.

SINGLE-PILOT RESOURCE MANAGEMENT (SRM) GRADES

- **Explain** – At the completion of the ground training session, the pilot in training can verbally identify the risks inherent in the flight scenario.
- **Practice** – The pilot in training can identify, describe, and understand the risks inherent in the scenario. The customer may need to be prompted to identify risks and make decisions.
- **Manage/Decide** - The pilot in training can correctly gather the most important data available both within and outside the cockpit, identify possible courses of action, evaluate the risk inherent in each course of action, and make the appropriate decision. *Instructor intervention is not required for the safe completion of the flight.*
- **Not Observed** – Any event not accomplished or required in the scenario

Example:

- A pilot who is becoming proficient at aeronautical decision making (ADM) and risk management (RM) would be graded first at the “Practice” level.
- The “Manage/Decide” level is met once a pilot makes decisions on their own, for instance, the decision to go-around without being prompted.

EVERYDAY USE OF FITS CONCEPTS

The PAVE Checklist

Use the PAVE Checklist as an easy way to implement the FITS concepts.

The PAVE checklist is

- A simple way to remember and examine the risk factors before you fly, and
- Can also help you manage the specific risks associated with taking off and landing.

The PAVE checklist puts risk factors into four categories:

Pilot
Aircraft
enVironment
External pressures

The pilot. Are you fatigued? When was the last time you were flying in the weather conditions that you will encounter? What are your personal minimums?

The aircraft. Are you familiar with the aircraft? Its avionics? Is it airworthy? What is the density altitude? How does that affect your climb rate? What is your maximum crosswind component?

The environment. Are the temperature and dew point close? Are you familiar with the area and its topography? Are there any NOTAMs?

External pressures. Are others influencing the flight? Do you have people waiting for you at the airport?

KNOWLEDGE CONTENT

WEB-BASED KNOWLEDGE INSTRUCTION

The web-based knowledge instruction should be completed before beginning the flight scenarios in each corresponding phase; you can work ahead as far in the course as you like at your discretion. However, the course is designed so that the web-based knowledge instruction corresponds to the flight scenarios within a phase.

If you have an extended time lapse between studying the web-based knowledge instruction and flying the companion scenario, you will find it very helpful to take some time to review your last knowledge sessions just before you fly the associated scenario.

You complete the web-based knowledge instruction satisfactorily by answering all the questions correctly. Your instructor will

- Review your results before you fly.
- Answer any questions you may have.

EXPANDED BRIEFINGS

Before each significant event in your flight training you will receive an expanded briefing scheduled by your instructor. This briefing ensures that all goes as smoothly as possible for you

- First solo flight
- First solo cross-country flight
- FAA practical test

During these expanded briefings, your instructor will ask you questions about your airplane and the local flight environment as well as questions specific to the phase of training you have just completed.

These briefings will be conducted one-on-one with your instructor and can be found in *Appendix A*.

SUGGESTED KNOWLEDGE REVIEW SESSIONS

To fine tune your knowledge, there are suggested knowledge review sessions associated with each stage of training. These are designed to be an *optional* supplement to the web-based knowledge instruction and are conducted one-on-one with your instructor.

Feel free to ask your instructor questions. Your instructor is there for you and your success. The suggested knowledge review sessions can be found in *Appendix B* of the syllabus.

CESSNA PILOT CENTER (CPC) KNOWLEDGE TEST

Cessna's online pilot training includes a separate FAA question review

- Contains examples of FAA knowledge test questions.
- Provides the answers and explanations of the correct and incorrect answer choices.
- Prepares you to take the CPC and the FAA knowledge test.

Before your first solo cross-country in Phase 7, you will take your Cessna Pilot Center (CPC) knowledge test. This test

- Has questions covering the required FAA knowledge areas.
- Counts as your CPC final exam for the course.

- Is taken and proctored at your Cessna Pilot Center using the Randomly Generated Exam feature section of your course selecting
 - Practice Exams
 - Randomly Generated Exam
 - Start New, and
 - If previous random exams taken, select OK to overwrite previous results

When you have completed all the questions in your Cessna Pilot Center knowledge test

- Select “Finish / Suspend”
- Select “Finish”, and then
- Your proctor will
 - Select View Exam Results
 - Print the Exam Results Summary, and
 - Select View Exam Detail and not any question not answered correctly

When you have finished the test, your instructor will

- Review the results with you.
- Assign appropriate areas for review if necessary.

After taking the CPC knowledge test you should then take the FAA knowledge test as soon as possible, as the information will be fresh in your memory.

FLIGHT SCENARIOS

PREFLIGHT BRIEFING

Before each flight scenario you and your instructor will review the scenario objectives to make sure you both understand what you will be doing during the lesson.

- Use this opportunity to ask any questions.
- Make sure you understand what is expected of you.

DUAL FLIGHTS

A dual flight is one performed with your instructor. A scenario conducted as a dual flight will usually begin with a review of tasks from previous flights, and then new tasks will be introduced. This will help you to see the relationships between what you have previously learned and the new tasks to be performed on the flight.

For dual flights, (IR) means “instrument reference,” or reference to the flight display or instruments only.

- You will need a view-limiting device such as a hood or view-restricting glasses for a scenario having (IR) associated with any task.

SOLO FLIGHTS

Before your solo flights, your instructor will make sure you understand

- The assigned destination and route.
- What you should accomplish during the flight.
- The required endorsements for the flight.

Your instructor will also review any limitations you are to observe for the flight regarding the weather and airspace.

You will need to have a student pilot certificate in your physical possession when making solo flights. Your Cessna Pilot Center will tell you where you can obtain that certificate. If you are enrolled into a Part 141 Private Pilot course, you must hold either a recreational pilot certificate, sport pilot certificate, or a student pilot certificate before you may enroll in the solo phase of that course.

POSTFLIGHT DISCUSSION AND EVALUATION

After each flight, you and your instructor will

- Review your flight and evaluate your performance independently.
- Compare and discuss your self-evaluation with his or her evaluation.

Your instructor will make recommendations to help you in your learning. Make sure you ask questions about any area that is not clear.

You will then complete your flight training record based on the completion standards for the phase. Any tasks requiring additional practice to meet the phase completion standards will be carried over to the next flight scenario.

You may expect at least one-half hour for preflight and postflight briefings for each scenario.

PROGRESS CHECKS

Progress checks are designed to ensure that you progress at the appropriate level of proficiency and are safe to move on to the next level. Normally, the Chief Instructor, Assistant Chief Instructor or an assigned instructor will fly with you.

Progress checks are nothing to get nervous about; they are to ensure the completeness of your training. You will find that flying with another instructor often provides fresh insight and new techniques.

CREDIT FOR PREVIOUS TRAINING (PART 141)

According to FAR 141.77(c), when you transfer from one FAA-approved school to another approved school, course credits you earned in your previous course of training may be credited for part of your training by your new school.

- Your new school may determine the amount of credit you are allowed by a flight check or a written test, or both.
- Credit for ground school instruction may be determined by an oral examination.
- Maximum credit allowed is 50% of the curriculum requirements of your new school.

If you transfer from other than an FAA-approved school, you may receive credit for the knowledge and flight experience. Up to a maximum of 25% of the curriculum requirements of the course to which you are transferring to may be credited.

CREDIT FOR PREVIOUS TRAINING (PART 61)

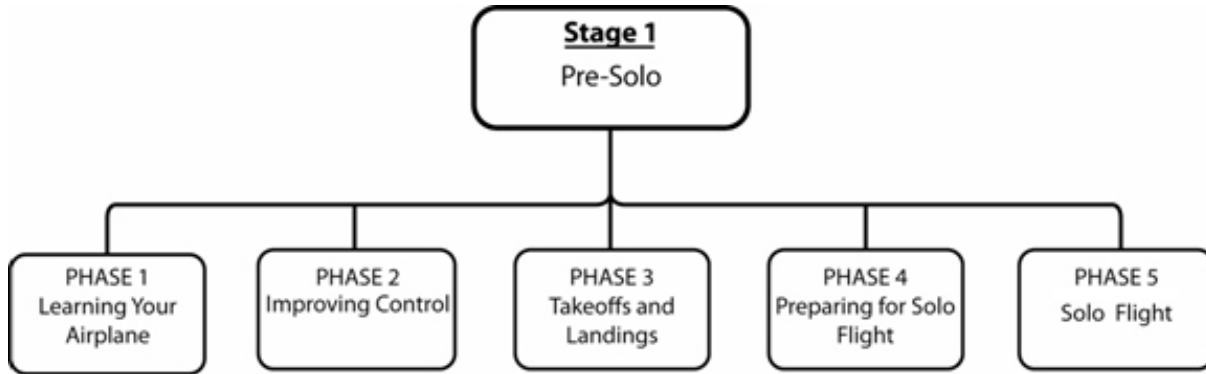
If you are enrolling into a Part 61 course, all flight training logged, from an authorized instructor and solo, applies to the minimum required flight time under Part 61. Your new flight school

- Will evaluate your flight proficiency and knowledge in all required areas of operation and aeronautical knowledge.
- Determine the appropriate starting point in the syllabus to continue your training.

GUARANTEE OF QUALITY

This multimedia online pilot training system is available exclusively through Cessna Pilot Centers. It is structured so that you receive the highest quality pilot training at any Cessna Pilot Center located around the world.

STAGE 1: Pre-Solo



Stage 1 consists of five Phases

- Learning Your Airplane
- Improving Control
- Takeoffs and Landings
- Preparing for Solo Flight
- Solo Flight

Stage Objective: During this stage you will

- Become familiar with the training airplane
- Learn safe practices and checklist usage
- Learn how the aircraft controls are used to establish and maintain specific flight attitudes
- Be introduced to ground reference maneuvers in order to learn methods of controlling wind drift
- Learn appropriate emergency operations
- Be introduced to basic instrument maneuvers
- Learn and practice takeoffs, landings, and operations to and from local airports
- Perform a solo flight

Each phase contains **Web-based Knowledge Instruction**

- The web-based knowledge instruction for the phase should be completed prior to starting the flight scenarios to ensure fundamental knowledge before the flight.

Each phase contains multiple **Flight Scenarios** that can be

- Customized for your local training environment
- Repeated, or
- Omitted if all items in the Phase Proficiency Checklist are completed to standard.

At the end of each Phase are the **Ground Training Checklist** and **Phase Proficiency Checklist**

- All items in the checklist must be completed to the appropriate standard listed before the Phase is considered complete.

PHASE 1: Learning Your Airplane

Phase Objective: During this phase you will learn

- Preflight procedures
- Ground operations
- Basic aircraft control
- Postflight procedures

Web-based KNOWLEDGE

GETTING TO KNOW YOUR AIRPLANE HOW AN AIRPLANE FLIES MORE ABOUT YOUR AIRPLANE AIRPLANE ENGINES AND SYSTEMS

1) GETTING TO KNOW YOUR AIRPLANE

Objectives: You will learn about preflight preparation and how a pilot tells if an airplane is ready for flight. Also, you will learn how to control the airplane on the ground and in the air.

I. Exploring the Airplane

The Main Parts of the Airplane
The Airplane's Flight Controls

II. Getting Ready for Flight

Ready for Flight?
Safe Habits Around Airplanes
Checking the Airplane Before Flight
Engine Start

III. Controlling the Airplane's Motion

Controlling the Airplane on the Ground
Getting into the Air
Straight-and-Level Flight
Turns, Climbs, and Descents
After the Flight

2) HOW AN AIRPLANE FLIES

Objectives: You will learn the forces that act on an airplane and why those forces change when flying very close to the ground. Also, you will learn how to properly use trim and flaps.

I. Basic Principles of Flight

The Forces of Flight
When Airflow is Disrupted
The Three Axes of Rotation
Using the Rudder

II. Controlling the Airplane in Flight

Making Turns
Understanding Load Factor
Understanding Maneuvering Speed
Climbs and Descents
Power-Off Descents
The Airplane's Left-Turning Tendencies
How to Control Left-Turning Tendencies
Flying in Ground Effect
Using Trim and Flaps

3) MORE ABOUT YOUR AIRPLANE

Objectives: You will learn what makes an airplane tend to fly straight-and-level on its own and why it may take more power to fly slowly.

I. Learning about Your Airplane

- Why an Airplane Flies Straight-and-Level
- Comparing the Instruments to the View Outside
- Learning About Heading
- Learning About Airspeed and Altitude
- Learning About Slow Flight

II. Airworthiness of the Airplane

- Certificates and Documents
- Equipment Required for Flight
- Required Inspections
- Special Flight Permits
- Basic Airplane Maintenance

4) AIRPLANE ENGINES AND SYSTEMS

Objectives: You will learn how your airplane engine works and how to operate the airplane systems to your advantage.

I. Engine and Propeller

- How the Engine Works
- How the Engine Gets Air and Fuel
- How Magnetos Work
- Detonation and Preignition
- How the Propeller Works

II. Airplane Systems

- The Fuel, Oil and Hydraulic Systems
- The Electrical System
- The Environmental System

FLIGHT SCENARIOS

YOUR FIRST FLIGHT

CONTROLLING THE AIRPLANE

INCREASING AWARENESS

Flight scenarios will be repeated as necessary to reach the desired proficiency

Stage 1, Phase1: Learning Your Airplane

SCENARIO 1: Your First Flight

Objective:

Introduce new terms, preflight procedures, ground operations, basic aircraft control and postflight procedures

Where to go:

A point within 30 minutes flight time that is in suitable airspace free from obstructions and dense traffic

How to get there:

Pilotage

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

Conduct normal checklist procedures for all appropriate phases of flight with instructor input

Risks (real or simulated):

Traffic

New this scenario:

Safety practices and procedures

Study material and habits

Preflight inspection

Checklist usage

Operation of systems

Location of fire extinguisher

Doors and safety belts

Engine starting and warm-up

Positive exchange of flight controls

Runway incursion avoidance

Taxiing

Engine run-up

Before takeoff check

Normal takeoff and climb – DEMO

Level off

Use of trim

Straight-and-level flight

Area familiarization

Collision avoidance

Stability demo (*yaw-pitch-roll*)

Climbs and descents (*note aircraft attitude for V_Y*)

Medium banked turns

Turn coordination

Back pressure in a turn

Turn entry and roll out

Normal approach and landing – DEMO

After landing, parking and securing

SCENARIO 2: Controlling the Airplane

Objective:

Learn proper rudder usage, get more comfortable with the airplane controls and learn how to set the airplane pitch/power combination for your desired phase of flight.

Where to go:

A point within 30 minutes flight time that is in suitable airspace free from obstructions and dense traffic with the main goal being area familiarization

How to get there:

Pilotage

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

You and a friend have plans to fly to a nearby town to see your mutual friend make his season debut for a semi-professional baseball team. You are running late and have already had to return home to grab a camera you forgot because you were in a hurry.

Risks (real or simulated):

Traffic

New this scenario:

Risk management

Cockpit management

Left turning tendencies

Aileron/Rudder coordination exercise

(30° bank side-to-side keeping the nose at one point on the horizon)

Constant airspeed climbs and descents

(note V_x , V_y , and cruise climb attitudes)

Climbing and descending turns

Descents with/without flaps

Power-off descent at best glide airspeed

(note aircraft attitude relative to the horizon)

Descent at approach airspeed in landing configuration

Improving your skills:

Preflight inspection

Checklist usage

Operation of systems

Engine starting and warm-up

Positive exchange of flight controls

Runway incursion avoidance

Taxiing

Engine run-up

Before takeoff check

Normal takeoff and climb - DEMO

Level off

Use of trim

Straight-and-level flight

Area familiarization

Collision avoidance

Medium banked turns

Turn coordination

Back pressure in a turn

Turn entry and roll out

Normal approach and landing - DEMO

After landing, parking and securing

Stage 1, Phase1: Learning Your Airplane

SCENARIO 3: Increasing Awareness

Objective:

Perform preflight procedures, ground operations, basic aircraft control and postflight procedures with minimal instructor assistance. Practice flying slowly near stall speed.

Where to go:

A point within 30 minutes flight time that is assigned by your instructor before the flight

How to get there:

Pilotage

Purpose/pressures (real or simulated):

You want to complete your flight lesson but have had only 4 hours of sleep the night before because of a personal emergency. You have been misplacing things throughout the day and feel frustrated. It is too late to cancel as it is past the 24 hour cancellation period.

Risks (real or simulated):

Pilot fatigue

New this scenario:

Single-pilot resource management (SRM)

Task management

Maneuvering during slow flight

Power-off stalls (*imminent*)

Improving your skills:

Preflight inspection

Risk management

Cockpit management

Checklist usage

Operation of systems

Engine starting and warm-up

Positive exchange of flight controls

Runway incursion avoidance

Taxiing

Engine run-up

Before takeoff check

Normal takeoff and climb - DEMO

Left turning tendencies

Aileron/Rudder coordination exercise

(30° bank side-to-side keeping the nose at one point on the horizon)

Constant airspeed climbs

(V_x , V_y , Cruise Climb)

Constant airspeed descents

Climbing and descending turns

Level off

Use of trim

Straight-and-level flight

Area familiarization

Collision avoidance

Medium banked turns

Turn coordination

Back pressure in a turn

Turn entry and roll out

Descents with/without flaps

Power-off descent at best glide airspeed

(note aircraft attitude relative to the horizon)

Descent at approach airspeed in landing configuration

Normal approach and landing - DEMO

After landing, parking and securing

Phase 1 Ground Training Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Explain"</i></p>	Instruction Given	Describe	Explain
Safety practices and procedures			
Study material and habits			
Preflight inspection			
Checklist usage			
Operation of systems			
Single-pilot resource management (SRM)			
Risk management			
Task management			
Runway incursion avoidance			
Normal takeoff and climb – instructor will demonstrate in flight			
Maneuvering during slow flight			
Power-off stalls (imminent)			
Normal approach and landing – instructor will demonstrate in flight			

Phase 1 Proficiency Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i></p>	Practice	Perform	Manage / Decide
Single-pilot resource management			
<i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Task management			
<i>Prioritizes and selects the most appropriate tasks with assistance</i>			
Risk management			
<i>Is able to identify any problem, analyze the information and make an informed decision with assistance</i>			
Preflight procedures			
Preflight inspection			
<i>Can perform a safe preflight inspection without instructor assistance</i>			
Cockpit management			
<i>Organizes the cockpit, has easy access to the checklist and utilizes items such as a kneeboard, paper and pen/pencil to record information</i>			
Checklist usage			
<i>Uses checklist for preflight and all phases of flight</i>			
Location of fire extinguisher			
<i>Confirms location and is able to use if necessary</i>			
Doors and safety belts			
<i>Can demonstrate the operation of doors and safety belts during a passenger briefing</i>			
Engine starting and warm-up			
<i>Uses checklist, clears the area before cranking and sets to 1000 RPM after starting</i>			
Positive exchange of flight controls			
<i>Uses the 3-part verification system to confirm who has official control of the airplane</i>			
Runway incursion avoidance			
<i>Uses airport diagram, aware of hot spots, records taxi clearance</i>			
Taxiing			
<i>Taxis at a fast-walking pace/slow-jog, does not ride the brakes</i>			
Engine run-up			
<i>Follows checklist, looks outside to confirm parking brake is holding during run-up</i>			
Before takeoff check			
<i>Follows checklist</i>			

Stage 1, Phase1: Learning Your Airplane

Phase 1 Proficiency Checklist continued

In-flight			
Left turning tendencies <i>Applies rudder correction during climb to maintain coordinated flight</i>			
Climbs and descents <i>Uses proper techniques and power settings</i>			
Constant airspeed climbs and descents <i>Utilizes a constant power setting and uses pitch to control airspeed</i>			
Climbing and descending turns <i>Uses proper rudder/control wheel inputs to maintain coordinated flight</i>			
Level off <i>Sets pitch, applies power as appropriate and then trims as appropriate</i>			
Use of trim <i>Uses trim after desired pitch and power settings are attained</i>			
Straight-and-level flight <i>Uses outside references (horizon and wingtips) to confirm</i>			
Area familiarization <i>Is able to identify local landmarks and reporting points</i>			
Collision avoidance <i>Looks and lifts wing before turning, knows of possible congestion and collisions hazards around local airport reporting points and navigation aids</i>			
Stability demo (yaw-pitch-roll) <i>Observes the stability of the airplane if displaced</i>			
Aileron/Rudder coordination exercise <i>30° bank side to side while keeping the nose level to the horizon on a specific point through the coordinated use of rudder and aileron inputs</i>			
Medium banked turns <i>Altitude (+/- 250 feet), heading (+/- 20°), airspeed (+/- 10 knots), bank (+/- 10°)</i>			
Turn coordination <i>Utilizes rudder to make coordinated turns</i>			
Back pressure in a turn <i>Uses back pressure during turns to maintain altitude, releases back pressure when rolling out of the turn to prevent a gain in altitude</i>			
Turn entry and roll out <i>Smoothly applies rudder and control wheel pressures as necessary, leads the roll out by ½ the bank angle</i>			
Maneuvering during slow flight <i>Is able to get into and out of slow flight using the proper techniques, altitude (+/- 250 feet)</i>			
Power-off stalls (imminent) <i>Recovers at the stall warning</i>			
Descents with/without flaps <i>Performs descents with/without flaps while noting the different descent rates</i>			
Power-off descent at best glide airspeed <i>Maintains airspeed (+/- 10 knots), notes descent rate and glide distance</i>			
Descent at approach airspeed in landing configuration <i>Maintains airspeed (+/- 10 knots), notes pitch attitude</i>			
Postflight procedures			
After landing, parking and securing <i>Completes appropriate checklists</i>			

Phase 1 completion standards:

You have completed Phase 1 when you

- Use checklists to preflight, start the airplane, and taxi it from the parking area to the runway
- Make coordinated turns, climbs and descents
- Maintain straight-and-level flight within 250 feet while in the practice area
- Taxi the airplane from the runway back to the parking area, shut it down and secure it
- Have reviewed the Phase Progress Report with your instructor

INSTRUCTOR NOTES:

Stage 1, Phase1: Learning Your Airplane

INSTRUCTOR NOTES:

PHASE 2: Improving Control

Phase Objective: During this phase you will develop the skills necessary to

- Analyze basic flight conditions and recognize any hazards for a go/no-go decision
- Control the airplane in all basic ground and flight operations with minimal instructor assistance
- Engage in effective radio communications
- Perform unassisted takeoffs
- Compensate for wind drift
- Recognize and recover from stalls

Web-based KNOWLEDGE

SINGLE-PILOT RESOURCE MANAGEMENT (SRM) USING YOUR AIRPORT AND RADIO COMMUNICATIONS THE AIRPORT ENVIRONMENT AND CORRECTING FOR WIND STALLS, TAKEOFFS AND LANDINGS EXPLAINED

1) SINGLE-PILOT RESOURCE MANAGEMENT (SRM)

Objectives: You will learn about single-pilot resource management (SRM) and how to practically apply these principles during your flights.

I. Single-Pilot Resource Management (SRM)

- Task Management (TM)
- Automation Management (AM)
- Risk Management (RM) and Aeronautical Decision Making (ADM)
- Situational Awareness (SA)
- Controlled Flight Into Terrain (CFIT) Awareness

II. Practical Application of SRM

- The 5 Ps
- PAVE and CARE Checklists
- Personal Minimums
- Cockpit Management

III. Basic Aviation Physiology

- Understanding Hypoxia, Dehydration and Other Physical Factors
- How Alcohol and Drugs Affect Flying

2) USING YOUR AIRPORT AND RADIO COMMUNICATIONS

Objectives: You will learn to operate at both towered and non-towered airports.

I. Using Your Airport

- Coordinated Universal Time
- Runway and Taxiway Markings
- Progressive Taxi Directions
- Ramp Hand Signals

II. Radio Communications

- Radios
- Safety Equipment
- Communicating by Radio
- Composing What to Say
- Lost Communications
- Landing With a Radio Failure

Stage 1, Phase 2: Improving Control

3) THE AIRPORT ENVIRONMENT AND CORRECTING FOR WIND

Objectives: You will learn more about the airport environment, how to know which direction the wind is blowing and how to correct for it.

I. Learning About Ground Operations

- Wind Direction and Runway to Use
- Using Flight Controls While Taxiing

II. Flying Around Airports

- The Traffic Pattern Around the Airport
- Entering and Departing the Traffic Pattern
- Communicating Your Intentions and Requests
- Flying Safely in the Traffic Pattern

III. Correcting for Wind

- Flying the Desired Path
- Ground Reference Maneuvers

4) STALLS, TAKEOFFS AND LANDINGS EXPLAINED

Objectives: You will learn how to control the airplane for takeoffs and landings, even when the wind is not blowing directly down the runway, and when to try again for a better landing.

I. Normal and Crosswind Takeoffs and Landings

- Takeoffs
- Landings
- Crosswind Landings
- Visual Glide Path Indicators
- Corrections While Landing
- Going Around

II. Learning About Stalls

- Stall Theory
- Mastering the Stall
- Stall Situations
- Spin Awareness

FLIGHT SCENARIOS

RECOGNIZING AND RECOVERING FROM STALLS

CORRECTING FOR THE WIND IN FLIGHT

MAKING STEEP TURNS

****PROGRESS CHECK****

Flight scenarios will be repeated as necessary to reach the desired proficiency

SCENARIO 1: Recognizing and Recovering From Stalls

Objective:

Learn how to correct for the wind while taxiing, perform effective radio communications, improve overall aircraft control, and learn the skills to recognize, avoid and recover from a stall as well as local traffic pattern operations

Where to go:

The vicinity of the highest obstacle in a 20-nm radius, keeping the appropriate legal distance (vertical and horizontal) from the obstacle and then to suitable airspace for the maneuvers

How to get there:

Pilotage

Possible deviations:

None

Possible malfunctions:

None

Purpose/pressures (real or simulated):

You need to take an aerial photo for a client of the highest obstacle within a 20nm radius of your home airport. The deadline for the photography is tomorrow morning at 9am.

Risks (real or simulated):

Traffic, flying at or near stall speed, flying near a high obstacle

New this scenario:

Stall/spin awareness

Power-off stalls (landing configuration)

Power-on stalls (*imminent*- takeoff configuration)

Roll control at high angles of attack (rudder usage)

Use of rudder in stall recovery

Use of power in stall recovery

Radio communications

Crosswind taxi

Normal/crosswind takeoff and climb

Traffic pattern entry and departure procedures

Normal/crosswind approach and landing

Improving your skills:

Preflight inspection

Single-pilot resource management (SRM)

Checklist usage

Operations of systems

Positive exchange of flight controls

Runway incursion avoidance

Use of trim

Aileron/Rudder coordination exercise

Collision avoidance

Turn coordination

Maneuvering during slow flight

After landing, parking and securing

Stage 1, Phase 2: Improving Control

SCENARIO 2: Correcting for the Wind in Flight

Objective:

Learn how to properly correct for wind drift in flight and near the ground, use previously learned rudder coordination skills to perform a coordinated, full power-on stall

Where to go:

A point within 30 minutes flight time that is in suitable airspace free from obstructions and dense traffic that allows for easy visual tracking of a straight line along the ground

How to get there:

Pilotage

Possible deviations:

None

Possible malfunctions:

None

Purpose/pressures (real or simulated):

You are taking a flight to accomplish important survey work (instructor will specify location) that is due within 24 hours.

Risks (real or simulated):

Traffic, terrain

New this scenario:

Crabbing

Ground reference maneuver

Sideslip

Forward slip

Power-on stall (climb configuration)

Improving your skills:

Preflight inspection

Checklist usage

Operations of systems

Radio communications

Positive exchange of flight controls

Runway incursion avoidance

Crosswind taxi

Normal/crosswind takeoff and climb

Traffic pattern entry and departure procedures

Use of trim

Collision avoidance

Descent at approach speed in landing configuration

Normal/crosswind approach and landing

After landing, parking and securing

SCENARIO 3: Making Steep Turns

Objective:

Develop planning, timing and coordination skills while practicing how to properly roll in and out of a steep turn; manipulating the proper controls to maintain a constant airspeed and altitude throughout the steep turn. Learn how to control the airplane by reference to instruments only.

Where to go:

A point within 30 minutes flight time that is in suitable airspace free from obstructions and dense traffic

How to get there:

Pilotage

Possible deviations:

None

Possible malfunctions:

Radio failure

Purpose/pressures (real or simulated):

This is the only training block you could get all week with your instructor. The airplane you are dispatched has the following written up for the airplane:

- Landing light inoperative
- The controller reported difficulty understanding radio transmissions from the airplane.

Risks (real or simulated):

Traffic, increased load factor and stall speed during steep turns, pilot disorientation during flight by reference to instruments only

New this scenario:

Aeronautical decision making

Steep turns

Basic instrument maneuvers (IR)

Note: (IR) indicates 'instrument reference'. A view-limiting device such as a hood or view-restricting glasses will be needed anytime (IR) is indicated.

Improving your skills:

Preflight inspection

Stall/spin awareness

Single-pilot resource management (SRM)

Checklist usage

Operations of systems

Radio communications

Positive exchange of flight controls

Runway incursion avoidance

Crosswind taxi

Normal/crosswind takeoff and climb

Use of trim

Collision avoidance

Turn coordination

Power-off stalls (landing configuration)

Power-on stalls (climb configuration)

Descent at approach speed in landing configuration

Crabbing

Sideslip

Traffic pattern entry and departure procedures

Normal/crosswind approach and landing

After landing, parking and securing

Stage 1, Phase 2: Improving Control

Phase 2 Ground Training Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Explain"</i>	Instruction Given	Describe	Explain
Stall/spin awareness			
Power-off stalls (landing configuration)			
Power-on stalls (<i>imminent</i> - takeoff configuration)			
Roll control at high angles of attack (rudder usage)			
Use of rudder in stall recovery			
Use of power in stall recovery			
Crabbing			
Ground reference maneuver			
Sideslip			
Forward slip			
Aeronautical decision making			
Steep turns			
Basic instrument maneuvers (IR)			
Normal approach and landing			

Phase 2 Proficiency Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i>	Practice	Perform	Manage/Decide
Single-pilot resource management <i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Aeronautical decision making <i>Uses a systematic approach to consistently determine the best course of action for the circumstances</i>			
Preflight procedures			
Preflight inspection <i>Performs a safe preflight inspection without instructor assistance</i>			
Checklist usage <i>Uses checklist for preflight and all phases of flight</i>			
Operation of systems <i>Effectively operates the systems in the airplane</i>			
Radio communications <i>Makes most basic radio calls with minimal assistance</i>			
Positive exchange of flight controls <i>Uses the 3-part verification system to confirm who has official control of the airplane</i>			
Runway incursion avoidance <i>Uses best procedures for operational planning and maintaining situational awareness during taxi</i>			
Crosswind taxi <i>Applies appropriate aileron and elevator deflections</i>			

Phase 2 Proficiency Checklist continued

In-flight			
Normal/crosswind takeoff and climb <i>Maintains takeoff power and V_Y (+10/-5 knots), applies rudder correction for yaw and aileron correction for wind, can perform an unassisted takeoff</i>			
Use of trim <i>Sets trim after setting pitch and power</i>			
Collision avoidance <i>Lifts wing and looks before turning, maintains a visual scan and awareness for other traffic</i>			
Aileron/Rudder coordination exercise <i>Uses decisive rudder and aileron inputs to maintain the nose at one spot on the horizon while banking back and forth</i>			
Turn coordination <i>Uses appropriate rudder pressures entering, in, and exiting a turn</i>			
Basic instrument maneuvers (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+/- 10 knots), bank (+/- 10°)</i>			
Maneuvering during slow flight <i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+10/-5 knots), bank (+/- 10°)</i>			
Power-off stall (landing configuration) <i>Recovers using proper pitch and power inputs, maintains directional control, recovers within 400 feet</i>			
Power-on stall (takeoff configuration) <i>Uses rudder to control roll at high angles of attack, promptly recovers with use of pitch and power</i>			
Steep turns <i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+10/-10 knots), bank (+/- 10°)</i>			
Forward slip <i>Power to idle, applies ailerons into the wind and full opposite rudder, levels off at the desired altitude</i>			
Ground reference maneuver <i>Maintains proper wind correction techniques, altitude (+/- 200 feet), airspeed (+/- 10 knots)</i>			
Descent at approach airspeed in landing configuration <i>Maintains airspeed (+10/-5 knots)</i>			
Crabbing <i>Uses crab angle into wind to maintain a ground track</i>			
Sideslip <i>Uses a sideslip into the wind to maintain a ground track (ailerons into the wind, opposite rudder)</i>			
Traffic pattern entry and departure procedures <i>Correctly enters and exits the traffic pattern at the traffic pattern altitude, altitude (+/- 150 feet)</i>			
Normal/crosswind approach and landing <i>Uses appropriate pitch and power settings, applies decisive wind correction as needed, maintains airspeed (+10/-5 knots), lands with instructor assistance</i>			
Postflight procedures			
After landing, parking and securing <i>Completes appropriate checklists, taxis the airplane back to parking and properly secures it</i>			
Progress Check <i>Satisfactorily completes the *Progress Check*</i>			

Phase 2 completion standards:

You have completed Phase 2 when you

- Accurately preflight the airplane correctly using checklists
- Perform unassisted takeoffs
- Maintain a specific ground track correcting for wind drift
- Recognize the approach of a stall and recover in 400 feet or less
- Have reviewed the Phase Progress Report with your instructor
- Pass the Progress Check

INSTRUCTOR NOTES:

Stage 1, Phase 2: Improving Control

SCENARIO 4: *Progress Check*

The Progress Check is to be completed after completing the Phase 2 Proficiency Checklist. An appropriate instructor will check your progress of learning and the effective pairing of you and your primary instructor.

Objective:

To check that your progress in the course is sufficient to move to the next phase of training

Where to go:

A point within 30 minutes that is suitable airspace free from obstructions and dense traffic

How to get there:

Pilotage

Possible deviations:

None

Possible malfunctions:

None

Purpose/pressures (real or simulated):

This is your first flight with another instructor to demonstrate that you are progressing through the course at the desired level of learning

Risks (real or simulated):

Problems that can occur while flying slowly near the ground, appropriately correcting for the wind, traffic, hazards and communication in the traffic pattern, and the natural feelings that arise with having your performance evaluated

Improving your skills:

Preflight inspection

Single-pilot resource management (SRM)

Stall/spin awareness

Checklist usage

Operation of systems

Radio communications

Positive exchange of flight controls

Runway incursion avoidance

Crosswind taxi

Normal/crosswind takeoff and climb

Use of trim

Collision avoidance

Turn coordination

Maneuvering during slow flight

Stall

Crabbing

Sideslip

Normal/crosswind approach and landing

After landing, parking and securing

Phase 2 *Progress Check*

<i>Desired outcome for all tasks for the Progress Check is "Perform" or "Manage/Decide"</i>	Practice	Perform	Manage/Decide
Single-pilot resource management <i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Preflight procedures			
Preflight inspection <i>Can perform a safe preflight inspection without instructor assistance</i>			
Stall/spin awareness <i>Knows spin recovery procedures</i>			
Checklist usage <i>Uses checklist as a habit and completes all checklists</i>			
Operation of systems <i>Can explain and operate most airplane systems</i>			
Radio communications <i>Can effectively communicate over the radio using minimal instructor assistance</i>			
Positive exchange of flight controls <i>Uses the 3-part verification system to confirm who has official control of the airplane</i>			
Runway incursion avoidance <i>Uses best procedures for operational planning and to maintain situational awareness during taxi</i>			
Crosswind taxi <i>Applies appropriate aileron and elevator deflections</i>			
In-flight			
Normal/crosswind takeoff and climb <i>Maintains takeoff power and V_y (+10/-5 knots), applies rudder correction for yaw and aileron correction for wind, can perform an unassisted takeoff</i>			
Use of trim <i>Sets trim after setting pitch and power</i>			
Collision avoidance <i>Lifts wing and looks before turning, maintains a visual scan and awareness for other traffic</i>			
Turn coordination <i>Uses appropriate rudder pressures entering, in, and exiting a turn</i>			
Maneuvering during slow flight <i>Altitude (+/- 200 feet), heading (+/- 20°), airspeed (+10/-5 knots), bank (+/- 10°)</i>			
Stall <i>Uses rudder to control roll at high angles of attack, promptly recovers with use of pitch and power</i>			
Crabbing <i>Uses crab angle into wind to maintain a ground track</i>			
Sideslip <i>Uses a sideslip into the wind to maintain a ground track (ailerons into the wind, opposite rudder)</i>			
Normal/crosswind approach and landing <i>Uses appropriate pitch and power settings, applies decisive wind correction as needed, airspeed (+10/-5 knots), lands with instructor assistance</i>			
Postflight procedures			
After landing, parking and securing <i>Completes appropriate checklists, taxis the airplane back to parking and properly secures</i>			

Phase 2 *Progress Check* completion standards:

You have completed the Phase 2 *Progress Check* when you

- Safely and accurately preflight the airplane using checklists
- Perform unassisted takeoffs
- Maintain a specific ground track correcting for wind drift

Stage 1, Phase 2: Improving Control

INSTRUCTOR NOTES:

PHASE 3: Takeoffs and Landings

Phase Objective: During this phase you will develop the skills and confidence necessary to:

- Compute takeoff and landing data
- Practice and perform safe landings with minimal instructor assistance
- Compensate for wind drift without instructor assistance
- Perform more effective and efficient radio communications
- Decide when it is necessary to reject a landing attempt and go around for another try

Web-based KNOWLEDGE

WEATHER AND WEATHER BRIEFINGS AIRPLANE PERFORMANCE AND LIMITATIONS LEARNING TO LAND CHARTS, PUBLICATIONS, HAZARDS AND EMERGENCIES

1) WEATHER AND WEATHER BRIEFINGS

Objectives: You will learn about meteorology. You will learn the causes of various weather conditions, frontal systems, and hazardous weather phenomena. You will also learn how to obtain a weather briefing and recognize critical weather situations so you can avoid them.

I. Basic Weather Theory

What Makes Weather
The Atmosphere
Wind
Moisture

II. Weather Patterns

Stable and Unstable Air
Air Masses and Fronts

III. Weather Hazards

Fog
Thunderstorms
Wind Shear and Microbursts
Turbulence
Frost and Ice

III. Basic Sources of Weather Information

Telephone Weather Briefings
Online Weather Resources

2) AIRPLANE PERFORMANCE AND LIMITATIONS

Objectives: You will learn how to compute takeoff and landing distances, the factors affecting your airplane's performance and how to make sure you are within the weight and balance limitations for every flight.

I. Predicting Performance

Factors Affecting Performance
More Factors Affecting Performance
Performance Speeds and Runway Conditions
The Pilot's Operating Handbook (POH)
Using Performance Charts

II. Airplane Loading

Airplane Weight and Balance
Methods of Weight and Balance Control

Stage 1, Phase 3: Takeoffs and Landings

3) LEARNING TO LAND

Objectives: You will learn about common mistakes made while learning to land and how to safely correct for them if experienced.

I. Faulty Approaches and Balked Landings

- Final Approach
- Roundout
- Touchdown
- Correcting for Crosswinds

4) CHARTS, PUBLICATIONS, HAZARDS AND EMERGENCIES

Objectives: You will learn how to use aeronautical charts and FAA publications. You will also learn how to properly handle emergency situations.

I. VFR Aeronautical Charts

- Locating Your Position Using Latitude and Longitude
- Airport Symbols
- Obstructions and Visual Checkpoints
- VFR Chart Types

II. FAA Publications

- Airport Facility Directory (A/FD)
- Notices to Airmen (NOTAMS)
- FAA Reference Materials

III. Hazards

- Wake Turbulence Avoidance
- Wind Shear Awareness and Recovery procedures

IV. Emergencies

- Emergencies in Flight
- Basic Engine Failure Procedures
- Emergency Approach and Landing
- Engine Failure During and After Takeoff
- Fires
- Emergency Equipment and Survival Gear

FLIGHT SCENARIOS

TAKEOFFS AND LANDINGS

CROSSWIND TAKEOFFS AND LANDINGS

MORE TAKEOFFS AND LANDINGS

Flight scenarios will be repeated as necessary to reach the desired proficiency

SCENARIO 1: Takeoffs and Landings

Objective:

Build skill in performing takeoffs, landings and traffic pattern operations

Where to go:

An airport within 30 minutes flight time that is free from obstructions and dense traffic

How to get there:

Pilotage

Possible deviations:

Upon arrival at the airport, the winds are reporting stronger than they were forecasted

Possible malfunctions:

None

Purpose/pressures (real or simulated):

You are to fly to a neighboring airport to sign time-sensitive business documents that will expire tonight.

The winds are 10 knots gusting to 15 knots 30° from the runway centerline.

Risks (real or simulated):

Problems that can occur while flying slowly near the ground, traffic, hazards, and communication, learning how to land, failing to apply appropriate wind corrections, gusting wind conditions, flaring too high or low, failure to make the prompt decision to reject an attempted landing and go around, failure to maintain a safe speed and/or retract flaps to the takeoff setting when going around

New this scenario:

Situational awareness

Weight and balance

Performance charts

Traffic patterns

Go-around/rejected landings

Improving your skills:

Preflight inspection

Single-pilot resource management (SRM)

Risk management

Checklist usage

Radio communications

Collision avoidance

Normal/crosswind takeoff and climbs

Crabbing

Sideslip

Normal/crosswind approach and landings

After landing, parking and securing

Stage 1, Phase 3: Takeoffs and Landings

SCENARIO 2: Crosswind Takeoffs and Landings

Objective:

Practice your wind correction procedures for crosswind takeoffs and landings

Where to go:

An airport within 30 minutes flight time that has a crosswind runway available

How to get there:

Pilotage

Possible deviations:

During your weather briefing the briefer tells you there is an AIRMET "Tango" valid for your route of flight.

Possible malfunctions:

None

Purpose/pressures (real or simulated):

You have plans to fly and meet your best friend from high school that is visiting a neighboring town for one night. You haven't seen your close friend in years; he plans on leaving early tomorrow morning at 6 am. Winds at the associated airport are 12 knots and 60° from the runway centerline, and the runway is 60 feet wide.

Risks (real or simulated):

Problems that can occur while flying slowly near the ground, appropriately correcting for the wind, traffic hazards and communication in the airport traffic pattern, stronger crosswind conditions combined with entry-level pilot skills and a narrow runway

Improving your skills:

Preflight inspection

Weight and balance

Performance charts

Single-pilot resource management (SRM)

Risk management

Checklist usage

Radio communications

Collision avoidance

Normal/crosswind takeoff and climbs

Traffic patterns

Forward slip

Crabbing

Sideslip

Normal/crosswind approach and landings

Go-around/rejected landing

After landing, parking and securing

SCENARIO 3: Emergency Operations and Landing Practice

Objective:

Improve your wind correction techniques for crosswind takeoffs and landings, and learn techniques for coping with systems and equipment malfunctions, and engine failures both in cruise and immediately after takeoff

Where to go:

A point within 30 minutes flight time that is in suitable airspace free from obstructions and dense traffic

How to get there:

Pilotage

Possible deviations:

The airport you plan to practice takeoffs and landings at has a yellow "X" placed at each end of the runway

Possible malfunctions:

Flap-motor failure

Purpose/pressures (real or simulated):

You have plans to meet a business partner for lunch for a really important meeting at a neighboring airport that will make or break a deal. The pilot that just flew the airplane said that the flaps would not go to 40° and would only extend partially. The pilot set the flaps again to 0° and then back to 40°. The flaps moved to the correct setting after doing this. The pilot experienced the flap setting error twice.

Risks (real or simulated):

Problems that can occur while flying slowly near the ground, appropriately correcting for the wind, traffic, hazards, and communication in the airport traffic pattern, undependable flap-motor, simulating engine failure at high pitch angles with low airspeed

New this scenario:

System and equipment malfunctions

Simulated engine failure (*at altitude*)

Simulated engine failure in a V_Y climb attitude (*at least 3,000 feet AGL*)

Simulated engine failure in a V_X climb attitude (*at least 3,000 feet AGL*)

Note: 'Simulated engine failures in a climb' may be followed by a gliding 180° turn to demonstrate the altitude loss in a simulated engine failure after takeoff.

| Emergency descent

Improving your skills:

Preflight inspection

Weight and balance

Performance charts

Single-pilot resource management (SRM)

Risk management

Checklist usage

Radio communications

Collision avoidance

Normal/crosswind takeoff and climb

Maneuvering during slow flight

Stall

Traffic pattern

Normal/crosswind approach and landing

Go-around/rejected landing

After landing, parking and securing

Stage 1, Phase 3: Takeoffs and Landings

Phase 3 Ground Training Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Explain"</i></p>	Instruction Given	Describe	Explain
Weight and balance			
Performance charts			
Traffic patterns			
Go-around/rejected landings			
System and equipment malfunctions			
Simulated engine failure (at altitude)			
Simulated engine failure in a V_Y climb (at least 3,000' AGL)			
Simulated engine failure in a V_X climb (at least 3,000' AGL)			
Emergency descent			

Phase 3 Proficiency Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i></p>	Practice	Perform	Manage/Decide
Single-pilot resource management			
<i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Risk management			
<i>Is able to recognize risks and uses good judgment to reduce associated risks</i>			
Situational awareness			
<i>Maintains an accurate perception and understanding of surrounding factors and flight conditions</i>			
Preflight procedures			
Preflight inspection			
<i>Performs a safe preflight inspection without instructor assistance</i>			
Weight and balance			
<i>Performs a proper weight and balance calculations</i>			
Performance charts			
<i>Utilizes performance charts to determine takeoff and landing distance and crosswind components</i>			
Checklist usage			
<i>Uses checklist for preflight and all phases of flight</i>			
Radio communications			
<i>Can effectively communicate with minimal assistance, understands pilot/controller terminology</i>			
In-flight			
Normal/crosswind takeoff and climb			
<i>Maintains V_Y (+10/-5 knots), applies rudder correction for yaw and aileron correction for wind</i>			
Collision avoidance			
<i>Lifts wing and looks before turning, maintains a visual scan and awareness for other traffic</i>			
Maneuvering during slow flight			
<i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+10/-0 knots), bank (+/- 10°)</i>			
Stall			
<i>Uses rudder to control roll at high angles of attack, promptly recovers with use of pitch and power</i>			

Phase 3 Proficiency Checklist continued

System and equipment malfunctions <i>Uses appropriate checklists and manages risk</i>			
Simulated engine failure (at altitude) <i>Has emergency items memorized, performs and then confirms with the checklist, maintains best glide airspeed +10/-5 knots</i>			
Simulated engine failure in a V_Y climb attitude (at least 3,000 feet AGL) <i>Promptly pitches for best glide airspeed and maintains +10/-5 knots, uses checklist as appropriate</i>			
Simulated engine failure in a V_X climb attitude (at least 3,000 feet AGL) <i>Promptly pitches for best glide airspeed and maintains +10/-5 knots, uses checklist as appropriate</i>			
Emergency descent <i>Airspeed and configuration as appropriate not to exceed V_{NE}, V_{NO}, V_A or V_{FE}</i>			
Traffic patterns <i>Knows traffic pattern altitude, maintains orientation with runway in use, uses appropriate power and flap setting, altitude +/- 150 feet, and airspeed +/- 10 knots</i>			
Crabbing <i>Corrects for wind drift using the crab method</i>			
Sideslip <i>Corrects for wind drift using a sideslip (also known as the wing-low method)</i>			
Forward slip <i>Uses idle power, uses full rudder deflection, maintains ground track, airspeed +/- 10 knots</i>			
Go-around/rejected landing <i>Makes the timely decision to go around, applies full power, pitches for a safe airspeed and retracts flaps to a takeoff setting, informs tower as appropriate</i>			
Normal/crosswind approach and landing <i>Stabilized approach (+10/-5 knots), touches down safely with instructor assistance</i>			
Postflight procedures			
After landing, parking and securing <i>Completes appropriate checklists, taxis the airplane back to parking and properly secures it</i>			

Phase 3 completion standards:

You have completed Phase 3 when you

- Consistently perform safe landings with instructor assistance
- Correct for wind drift without instructor assistance
- Perform the proper radio communication and traffic pattern procedures
- Recognize the approach of a stall and use proper recovery procedures
- Follow the appropriate checklist for emergency operations
- Have reviewed the Phase Progress Report with your instructor

Stage 1, Phase 3: Takeoffs and Landings

INSTRUCTOR NOTES:

PHASE 4: Preparing for Solo Flight

Phase Objective: During this phase you will further develop your previously learned skills to:

- Consistently perform safe takeoffs and landings without instructor assistance
- Recognize and correctly apply emergency memory items and checklists as appropriate
- Be able to operate the airplane safely for solo operations
- Pass the Pre-Solo Written Knowledge Test

Web-based KNOWLEDGE

AIRSPACE AVIATION RULES AND TERMINOLOGY FLIGHT INSTRUMENTS AND COCKPIT DISPLAYS GPS, LOST PROCEDURES, USING FLIGHT INSTRUMENTS

1) AIRSPACE

Objectives: You will learn how the airspace system is put together, so that no matter where you fly, you will know and understand it.

I. Airspace

- Basics of the Airspace System
- Class G Airspace
- Class E Airspace
- Class D Airspace
- Class C Airspace
- Class B Airspace
- Class A Airspace

II. Other Airspace

- Special Use Airspace
- Other Airspace Areas
- Temporary Flight Restrictions

III. Airspace Rules

- Speed Limits
- Weather Minimums

2) AVIATION RULES AND TERMINOLOGY

Objectives: You will learn aviation terms and rules so that you can be sure to be safe and legal at all times.

I. Rules Governing Pilots

- Pilot and Airplane Certification
- Medical Certification
- Student Pilot, Sport Pilot, and Private Pilot Privileges
- Staying Current and Qualified Before You Fly

II. Rules For Flight

- Right-of-way Rules
- Collision Avoidance
- Flying at High or Low Altitude
- Air Traffic Control and LAHSO

III. Rules for Reporting Accidents and Incidents

- Accident and Incident Notification

Stage 1, Phase 4: Preparing for Solo Flight

3) FLIGHT INSTRUMENTS AND COCKPIT DISPLAYS

Objectives: You will learn how the cockpit displays and flight instruments work. In addition, you will learn how to bring what you see outside the window inside and fly the airplane by reference to the flight display and instruments only.

I. Primary Flight Displays

- AHRS and Air Data Computer
- Attitude Direction Indicator
- Horizontal Situation Indicator
- Engine and System Indicators
- Map Display
- Annunciations and Messages

II. Multifunction Displays

- Engine and System Indicators
- Map Display

III. Gyro-Based Instruments

- Basic Gyroscopic Principles
- Gyro-Based Instruments at Work

IV. Basic Flight Instruments

- Pitot-Static Instruments
- Pitot-Static System Errors
- Altimeter Errors

V. Magnetic Compass

- Magnetic Compass Principles
- Compass Errors
- Using the Magnetic Compass

4) GPS, LOST PROCEDURES, AND EMERGENCY INSTRUMENT SKILLS

Objectives: You will learn that there are several ways to determine your course while flying and how to navigate your airplane using GPS to find the best route. You will also see how to recover from some situations in the clouds or in reduced visibility that you might encounter.

I. Advanced Navigation

- Global Positioning System (GPS)
- Getting There With GPS

II. Lost Procedures

- Climb/Call/Get Help
- Using Radios to Find Your Location

III. Recovering from Unusual Attitudes

- Using Emergency Instrument Skills

KNOWLEDGE

PRE-SOLO BRIEFING- Pre-Solo Knowledge Test

PRE-SOLO BRIEFING and Pre-Solo Knowledge Test

Objectives: To ensure you have sufficient knowledge to proceed to Phase 5 and solo

- School safety practices and procedures
- Airworthiness
- Preflight preparation and inspection
- Airplane performance and operating limitations
- Fueling
- Fuel reserves
- VFR weather minimums
- VFR cruising altitudes
- Minimum safe altitudes
- Careless and/or reckless operation
- Radio procedures
- Right-of-way rules
- Failed radio communication and ATC light signals
- Emergency procedures (including carburetor icing, if appropriate)
- Collision avoidance
- Practice area location(s)
- Traffic pattern
- Solo flight restrictions
- Required certificate and logbook endorsements

FLIGHT SCENARIOS

USING YOUR FLIGHT DISPLAY / INSTRUMENTS TO CONTROL THE AIRPLANE

HANDLING THE UNEXPECTED

GETTING READY FOR SOLO FLIGHT

Flight scenarios will be repeated as necessary to reach the desired proficiency

Stage 1, Phase 4: Preparing for Solo Flight

SCENARIO 1: Using Your Flight Display / Instruments to Control the Airplane

Objective:

Build the skills to handle situations such as lowering visibility or pilot disorientation and use GPS as an aid for situational awareness (*if installed*), practice ground reference maneuvers and safely handling system and equipment malfunctions

Where to go:

A point within 30 minutes flight time that is in suitable airspace for ground reference maneuvers and an airport suitable to practice traffic pattern operations, communications and takeoffs and landings

How to get there:

Pilotage, GPS

Possible deviations:

None

Possible malfunctions:

Carburetor icing, flight display/instrument failure, radio failure, alternator failure

Purpose/pressures (real or simulated):

You are to pick up a temperature sensitive vaccine that is critical to deliver within two hours of pick-up. The weather is marginal VFR and the previous pilot using the airplane noted that the radio quality was poor at best. The ceiling is at 2,000 feet above ground level.

Risks (real or simulated):

Encountering marginal weather with decreasing visibility, pilot disorientation, failure to communicate with ATC, flying near the ground

New this scenario:

Controlled flight into terrain awareness
Straight-and-level flight (IR)
Constant airspeed climbs and descents (IR)
Turns to a heading (IR)
180° turn (IR)
Emergency communications and ATC resources
Failed radio communications and ATC light signals
GPS direct-to/nearest airport functions (*if installed*)

Improving your skills:

Preflight inspection
Weight and balance
Performance charts
Checklist usage
Single-pilot resource management (SRM)
Positive exchange of flight controls
Radio communications
Crosswind taxi
Collision avoidance
Normal/crosswind takeoff and climbs
Use of trim
System and equipment malfunctions
Rectangular course
Turns around a point
S-turns
Traffic patterns
Normal/crosswind approach and landings
After landing, parking and securing

SCENARIO 2: Handling the Unexpected

Objective:

Gain proficiency in handling unexpected and emergency situations

Where to go:

A towered or non-towered (which ever you are least familiar with) airport within 30 minutes flight time

How to get there:

Pilotage, GPS

Possible deviations:

The visibility along your route has lowered to 4 statute miles. You are scheduled to land at your home airport 15 minutes prior to sunset.

Possible malfunctions:

Engine failure, radio failure, position lights have been noted as “inop”

Purpose/pressures (real or simulated):

You are to pick your mother up at a nearby airport. You’ve encountered a headwind on the way there and are running behind schedule. Your mother seems to be impatient and has already had numerous travel delays thus far; you were hoping to check the weather. If you leave now you will get back 15 minutes before sunset.

Risks (real or simulated):

Problems that can occur while encountering unexpected situations, improper pilot response to emergency situations, potential for runway incursions at an unfamiliar airport, controlled flight into terrain, flying near sunset without night proficiency

New this scenario:

Wind shear awareness and recovery procedures

Wake turbulence avoidance

Emergency approach and landing (simulated)

Engine failure during takeoff roll (simulated)

Improving your skills:

Preflight inspection

Weight and balance

Performance charts

Checklist usage

Single-pilot resource management (SRM)

Task management

Risk management

Controlled flight into terrain awareness

Positive exchange of flight controls

Crosswind taxi

Normal/crosswind takeoff and climb

Use of trim

Collision avoidance

System and equipment malfunctions

Emergency descent

Emergency communications and ATC resources

Failed radio communications and ATC light signals

Maneuvering during slow flight

Power-off stall (landing configuration)

Power-on stall (takeoff /climb configuration)

Spin awareness and recovery procedures

Traffic patterns

Normal/crosswind approach and landing

Go-around/rejected landing

After landing, parking and securing

Stage 1, Phase 4: Preparing for Solo Flight

SCENARIO 3: Getting Ready for Solo Flight

Objective:

Recover from unusual flight attitudes and polish your skills for the progress check before your first solo flight

Where to go:

A point within 30 minutes flight time that is in suitable airspace free from obstructions and dense traffic

How to get there:

Pilotage, GPS

Possible deviations:

You encounter haze and lowering cloud layers, there is light mist on the windshield

Possible malfunctions:

Engine failure, carburetor icing, flight display/instrument failure, radio failure, alternator failure

Purpose/pressures (real or simulated):

The weather at your destination is reporting marginal VFR; you plan to fly yourself to an important regional airline interview that you've been trying to get for months. You have the option of driving, but want to impress the interviewers by flying in.

Risks (real or simulated):

Marginal weather; flying slowly near the ground; failure to appropriately correct for the wind, traffic and collision hazards; the potential for runway incursions; communication in the airport traffic pattern; pilot disorientation

New this scenario:

Recovery from unusual flight attitudes (IR)

Improving your skills:

Preflight inspection

Weight and balance

Performance charts

Checklist usage

Single-pilot resource management (SRM)

Positive exchange of flight controls

Wind shear awareness and recovery procedures

Wake turbulence avoidance procedures

Normal/crosswind takeoff and climb

Collision avoidance

Maneuvering during slow flight

Power-off stalls (landing configuration)

Power-on stalls (takeoff/climb configuration)

Spin awareness and recovery procedures

Straight-and-level flight (IR)

Climb, turns, descents (IR)

180° turn (IR)

GPS direct-to/nearest airport function (*if installed*) (IR)

Steep turns

System and equipment malfunctions

Emergency descent

Emergency approach and landing (simulated)

Ground reference maneuver

Traffic patterns

Go-around/rejected landing

Forward slip to a landing

Normal/crosswind approach and landing

After landing, parking and securing

Phase 4 Ground Training Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is “Explain”</i></p>	Instruction Given	Describe	Explain
School safety practices and procedures			
Airworthiness			
Preflight preparation and inspection			
Airplane performance and operating limitations			
Fueling			
Fuel reserves			
VFR weather minimums			
VFR cruising altitudes			
Minimum safe altitudes			
Careless and/or reckless operation			
Radio procedures			
Right-of-way rules			
Failed radio communications and ATC light signals			
Emergency procedures (including carburetor icing, if appropriate)			
Collision avoidance			
Practice area locations			
Traffic pattern			
Solo flight restrictions			
Required certificate and logbook endorsements			
Controlled flight into terrain awareness			
180° turn (IR)			
Emergency communications and ATC resources			
GPS direct-to/nearest airport functions <i>(if installed)</i>			
Wind shear awareness and recovery procedures			
Wake turbulence avoidance			
Emergency approach and landing (simulated)			
Engine failure during takeoff roll (simulated)			
Recovery from unusual flight attitudes (IR)			

Phase 4 Proficiency Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is “Perform” or “Manage/Decide”</i></p>	Practice	Perform	Manage/Decide
<p>Single-pilot resource management (SRM) <i>Utilizes all resources available to ensure the successful completion of the flight</i></p>			
<p>Controlled flight into terrain awareness <i>Demonstrates awareness of relation to obstacles and terrain</i></p>			
<p>Task management <i>Prioritizes and selects the most appropriate tasks</i></p>			
<p>Risk management <i>Maintains situational awareness, problem recognition and good judgment to reduce associated risks</i></p>			

Stage 1, Phase 4: Preparing for Solo Flight

Phase 4 Proficiency Checklist continued

Phase 4 Proficiency Checklist continued			
Preflight procedures			
Preflight inspection <i>Performs a safe preflight inspection without instructor assistance</i>			
Weight and balance <i>Performs a proper weight and balance calculation</i>			
Performance charts <i>Utilizes performance charts to determine takeoff and landing distance and crosswind components</i>			
Checklist usage <i>Uses checklist for preflight and all phases of flight</i>			
Emergency equipment and survival gear <i>Carries sufficient equipment and gear for the environmental conditions</i>			
Positive exchange of flight controls <i>Uses a 3-point verification system to confirm control of the airplane</i>			
Crosswind taxi <i>Uses proper crosswind corrections while taxiing</i>			
In-flight			
Normal/crosswind takeoff and climb <i>Smooth, unassisted takeoff, airspeed $V_Y \pm 5$ knots</i>			
Use of trim <i>Uses trim as appropriate, applies after setting desired pitch and power</i>			
Collision avoidance <i>Maintains situational awareness in relation to traffic in the area</i>			
Maneuvering during slow flight <i>Maintains altitude (+/- 150 feet), heading (+/- 10°), airspeed (+10/-0 knots), bank (+/- 10°)</i>			
Spin awareness and recovery procedures <i>Knows spin recovery procedures and can recite in flight</i>			
Power-off stall (landing configuration) <i>Establishes a stabilized descent at approach airspeed in the landing configuration, simulates stall at desired altitude, heading (+/- 10°), does not lose more than 400 feet during stall recovery</i>			
Power-on stall (takeoff/climb configuration) <i>Demonstrates using 65% available power, recognizes and recovers promptly by simultaneously reducing angle of attack and increasing power as appropriate</i>			
Steep turns <i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+/- 10 knots), bank (+/- 10°)</i>			
Basic instrument maneuvers (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>			
180° turn (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>			
Recovery from unusual flight attitudes (IR) <i>Uses coordinated control inputs to return to stabilized flight</i>			
GPS direct-to /nearest airport functions (VR-IR) (if installed) <i>Can operate the GPS without assistance</i>			
Emergency communications and ATC resources <i>Can utilize the radio for emergency communications and ATC resources</i>			
Emergency approach and landing (simulated) <i>Establishes best glide airspeed +10/-5 knots, picks the best landing site, completes and verifies the appropriate checklist</i>			
Emergency descent <i>Airspeed and configuration as appropriate not to exceed V_{NE}, V_{NO}, V_A or V_{FE}</i>			
Engine failure during takeoff roll (simulated) <i>Closes the throttle to idle, applies maximum aerodynamic braking, communicates as appropriate</i>			
System and equipment malfunctions <i>Recognizes, analyzes and uses the appropriate checklist</i>			
Failed radio communications and ATC light signals <i>Can input appropriate transponder code and interpret ATC light signals</i>			
Turns around a point <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			

Phase 4 Proficiency Checklist continued

S-turns <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Rectangular course <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Traffic patterns <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Forward slip to a landing <i>Maintains ground track, maintains crosswind correction and directional control throughout</i>			
Go around/rejected landing <i>Makes a timely decision to discontinue the approach to landing, applies takeoff power immediately and transitions to climb pitch attitude for V_Y and maintains $V_Y + 10/-5$ knots</i>			
Normal/crosswind approach and landing <i>Consistently and safely controls the airplane using proper wind correction techniques, safety is never in question</i>			
Postflight procedures			
After landing, parking and securing <i>Taxis, parks and secures the airplane without assistance</i>			

Phase 4 completion standards:

You have completed Phase 4 when you:

- Manage all aspects of preflight preparation and decide if the flight is safe to complete
- Consistently and safely control the airplane in all phases of flight by using proper ground, radio and traffic pattern entry/departure procedures for towered/non-towered airports
- Recognize and correctly apply emergency memory items and confirm using a checklist
- Consistently perform safe takeoffs and landings without instructor assistance
- Have reviewed the Phase Progress Report with your instructor
- Demonstrate through the pre-solo knowledge test and oral briefing the aeronautical knowledge necessary for solo flight operations
- Achieve a minimum score of 70% on the pre-solo knowledge test, corrected and reviewed to 100%, prior to completing this phase

Note: The instructor shall place the proper endorsement in the customer's logbook [14 CFR Part 61.87(b)].

Stage 1, Phase 4: Preparing for Solo Flight

INSTRUCTOR NOTES:

PHASE 5: First Solo

Note: If you are enrolled in a Part 141 Private Pilot course, you must hold either a recreational pilot certificate, sport pilot certificate, or a student pilot certificate before you may enroll in the Phase 5 solo phase.

Phase Objective: During this phase you will

- Demonstrate that you can safely operate the airplane for your first solo.
- Fly your first solo flight

Web-based KNOWLEDGE

SOLO FLIGHT

1) SOLO FLIGHT

Objectives: You will learn what you can and can't do during solo operations.

I. Solo Flight

Solo Flight

KNOWLEDGE

****PROGRESS CHECK*- Oral quizzing***

****PROGRESS CHECK*- Oral Quizzing***

Regulations applicable to student pilots:

-Part 61

-Part 91

Student pilot limitations

Safety procedures and practices

Certificates and documents

Systems

Airworthiness requirements

Weight and balance

Performance and limitations

Wake turbulence avoidance

Wind shear awareness and recovery procedures

Runway incursion avoidance

FLIGHT SCENARIOS

****PROGRESS CHECK****

YOUR FIRST SOLO FLIGHT

YOUR SECOND SOLO FLIGHT

Flight scenarios will be repeated as necessary to reach the desired proficiency

Stage 1, Phase 5: Solo Flight

SCENARIO 1: *Progress Check*

Objective:

Demonstrate to a designated instructor that you can safely fly the airplane solo

Where to go:

Suitable airspace free of hazards to demonstrate the appropriate maneuvers; the airport chosen by your instructor for your solo flight

How to get there:

Pilotage, GPS

Possible deviations:

None

Possible malfunctions:

Engine failure, carburetor icing, flight display/instrument failure, radio failure, alternator failure

Purpose/pressures (real or simulated):

You are to demonstrate the skills listed below to the designated instructor to confirm that you are safe to operate solo

Risks (real or simulated):

The natural feelings that may arise from being evaluated or flying with an unfamiliar instructor and being responsible for all aspects of the flight

Testing your knowledge:

Regulations applicable to student pilot (Part 61, Part 91)

Appropriate logbook and certificate endorsements

Student pilot limitations

Safety procedures and practices

Certificates and documents

Systems

Airworthiness requirements

Weight and balance

Performance and limitations

Wake turbulence avoidance

Wind shear awareness and recovery procedures

Testing your skills:

Preflight inspection

Single-pilot resource management (SRM)

Task management

Risk management

Situational awareness

Weight and balance

Performance charts

Radio communications

Checklist usage

Runway incursion avoidance

Crosswind taxi

Normal/crosswind takeoff and climb

Use of trim

Collision avoidance

Maneuvering during slow flight

Stall

Spin awareness and recovery procedures

Basic instrument maneuvers (IR)

GPS direct to/nearest airport functions (IR) (*if installed*)

180° turn (IR)

Emergency operations

Ground reference maneuver

Traffic patterns

Go-around/rejected landing

Normal/crosswind approach and landing

After landing, parking and securing

Phase 5 *Progress Check*- Oral

<i>Desired outcome for all tasks for the Progress Check is "Explain"</i>	Instruction Given	Describe	Explain
Regulations applicable to student pilots (Part 61, Part 91)			
Appropriate logbook and certificate endorsements			
Student pilot limitations			
Safety procedures and practices			
Certificates and documents			
Systems			
Airworthiness requirements			
Weight and balance			
Performance and limitations			
Wind shear awareness and recovery procedures			
Wake turbulence avoidance			

Phase 5 *Progress Check*- Flight

<i>Desired outcome for all tasks for the Progress Check is "Perform" or "Manage/Decide"</i>	Practice	Perform	Manage/Decide
Single-pilot resource management (SRM) <i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Task management <i>Prioritizes and selects the most appropriate tasks</i>			
Risk management <i>Manages and mitigates risks</i>			
Situational awareness <i>Maintains an accurate perception and understanding of surrounding factors and flight conditions</i>			
Preflight procedures			
Preflight inspection <i>Performs a safe preflight inspection without assistance</i>			
Weight and balance <i>Calculates weight and CG for takeoff and landing</i>			
Performance charts <i>Computes takeoff and landing performance</i>			
Checklist usage <i>Utilizes checklists as a habit, verifies checklist if done from memory</i>			
Radio communications <i>Performs effective radio communications without assistance</i>			
Runway incursion avoidance <i>Uses best procedures for operation planning and maintaining situational awareness during taxi</i>			
Crosswind taxi <i>Corrects as necessary</i>			
In-flight			
Normal/crosswind takeoff and climb <i>Maintains takeoff power and V_y (+10/-5 knots)</i>			
Use of trim <i>Uses trim as appropriate, applies after setting desired pitch and power</i>			
Collision avoidance <i>Maintains situational awareness in relation to traffic in the area</i>			

Stage 1, Phase 5: Solo Flight

Phase 5 *Progress Check*- Flight continued

Maneuvering during slow flight <i>Maintains altitude (+/- 150 feet), heading (+/- 10°), airspeed (+10/-0 knots), bank (+/- 10°)</i>			
Stall <i>Recognizes and recovers promptly by simultaneously reducing the angle of attack and increasing power</i>			
Spin awareness and recovery procedures <i>Knows procedures for avoidance and recovery from unintentional spins</i>			
Basic instrument maneuvers (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>			
GPS (direct-to /nearest airport functions) (IR) (if installed) <i>Can operate the GPS without assistance</i>			
180° turn (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>			
Emergency operations <i>Applies memory items as necessary, confirms actions with checklist, analyzes and mitigates risks</i>			
Ground reference maneuver <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Traffic patterns <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Go around/rejected landing <i>Makes a timely decision to discontinue the approach to landing, applies takeoff power immediately and transitions to climb pitch attitude for V_y and maintains V_y +10/-5 knots</i>			
Normal/crosswind approach and landing <i>Consistently and safely controls the airplane using proper wind correction techniques</i>			
Postflight procedures			
After landing, parking and securing <i>Taxis, parks and secures the airplane without assistance</i>			

Phase 5 *Progress Check* completion standards:

You have completed the Phase 5 *Progress Check* when you

- Demonstrate the aeronautical knowledge and skill to safely perform a solo flight
- Consistently and safely land the airplane in normal routine crosswind situations

INSTRUCTOR NOTES:

SCENARIO 2: Your First Solo Flight

Objective:

To complete three consistently safe landings with your instructor and then complete three landings (to a full stop) as pilot in command during your first solo flight in the traffic pattern

Where to go:

The airport chosen by your instructor for your solo flight

How to get there:

Pilotage, GPS

Possible deviations:

None

Possible malfunctions:

None

Purpose/pressures (real or simulated):

You have family members in from out of town to watch your first solo flight. The wind is 12 knots at a 20° angle to the runway.

Risks (real or simulated):

Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, traffic; runway incursions; communication in the airport traffic pattern; and the natural feelings that may arise during your first solo flight

New this flight

Solo takeoffs and landings (to a full stop)

Improving your skills:

Appropriate logbook and certificate endorsements

Preflight inspection

Single-pilot resource management (SRM)

Weight and balance

Performance charts

Runway incursion avoidance

Normal takeoff and climbs

Collision avoidance

Traffic patterns

Normal approach and landings (to a full-stop)

Go-around/rejected landing (if necessary)

After landing, parking and securing

Stage 1, Phase 5: Solo Flight

SCENARIO 3: Your Second Solo Flight

Objective:

This second supervised solo flight will increase confidence and ability in the traffic pattern operation. The scenario begins with additional dual instruction including departure procedures to the local practice area and traffic pattern entry. Complete three solo landings to a full stop.

Where to go:

Practice area first, then the airport chosen by your instructor for your second solo flight in the traffic pattern

How to get there:

Pilotage, GPS

Possible deviations:

None

Possible malfunctions:

None

Purpose/pressures (real or simulated):

You are conducting your second solo flight. The wind is 12 knots at a 40° angle to the runway

Risks (real or simulated):

Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, traffic; runway incursions; communication in the airport traffic pattern; and the natural feelings that may arise during solo flight

Improving your skills:

Appropriate logbook certificate endorsements

Preflight inspection

Single-pilot resource management (SRM)

Weight and balance

Performance charts

Normal takeoff and climbs

Collision avoidance

Traffic patterns

Normal approach and landings (to a full-stop)

Go-around/rejected landing (if necessary)

Solo takeoffs and landings (to a full stop)

After landing, parking and securing

Phase 5 Proficiency Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i></p>	Practice	Perform	Manage/Decide
<p>*Progress Check* <i>Satisfactorily passes the *Progress Check*</i></p>			
<p>Single-pilot resource management (SRM) <i>Utilizes all resources available to ensure the successful completion of the flight</i></p>			
Preflight procedures			
<p>Preflight inspection <i>Performs a safe preflight inspection without assistance</i></p>			
<p>Appropriate logbook and certificate endorsements <i>Receives appropriate solo endorsements</i></p>			
<p>Weight and balance <i>Computes weight and CG for takeoff and landing</i></p>			
<p>Performance charts <i>Computes takeoff and landing performance</i></p>			
<p>Checklist usage <i>Utilizes and verifies checklist</i></p>			
<p>Radio communications <i>Performs effective radio communications without assistance</i></p>			
<p>Runway incursion avoidance <i>Uses best procedures for operation planning and maintaining situational awareness during taxi</i></p>			
<p>Crosswind taxi <i>Appropriately corrects for crosswind during taxi</i></p>			
In-flight			
<p>Normal/crosswind takeoff and climb <i>Maintains takeoff power and V_Y (+10/-5 knots)</i></p>			
<p>Use of trim <i>Uses trim as appropriate, applies after setting desired pitch and power</i></p>			
<p>Collision avoidance <i>Maintains situational awareness in relation to traffic in the area</i></p>			
<p>Traffic patterns <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i></p>			
<p>Go around/rejected landing (if necessary) <i>Makes a timely decision to discontinue the approach to landing, applies takeoff power immediately and transitions to climb pitch attitude for V_Y and maintains V_Y +10/-5 knots</i></p>			
<p>Solo landings (to a full stop) <i>Safely completes three solo landings to a full stop</i></p>			
Postflight procedures			
<p>After landing, parking and securing <i>Taxis, parks and secures the airplane without assistance</i></p>			

Phase 5 completion standards:

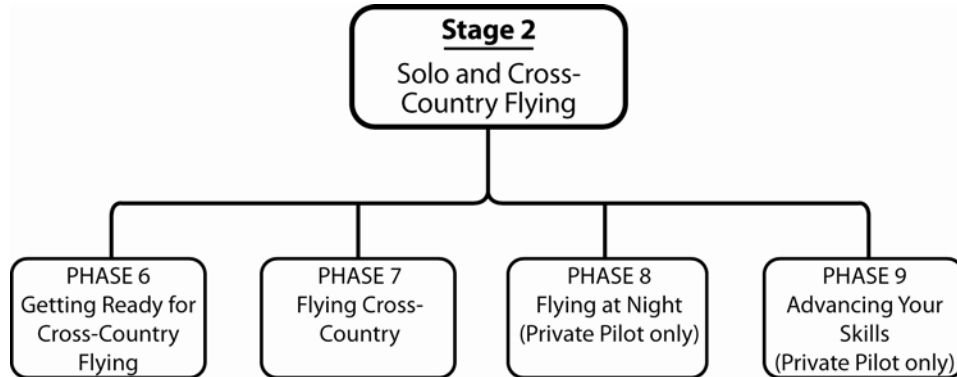
You have completed Phase 5 when you

- Consistently and safely control the airplane in all phases of flight by yourself using proper ground, radio and traffic pattern entry/departure procedures for towered/non-towered airports
- Recognize and correctly apply emergency memory items and checklists as appropriate
- Pass the Progress Check
- Successfully complete your first solo flight(s)

Stage 1, Phase 5: Solo Flight

INSTRUCTOR NOTES:

STAGE 2: Solo Flight and Cross-Country



Stage 2 consists of four phases:

- Getting Ready for Cross-Country Flying
- Flying Cross-Country
- Flying at Night [*Private Pilot only*]
- Advancing Your Skills [*Private Pilot only*]

Stage Objective: During this stage you will

- Learn the techniques to takeoff or land on a short or soft runway
- Enhance your ability to control the attitude of the airplane by instrument reference only
- Learn how to plan, conduct and safely fly cross-country trips using GPS, pilotage, dead-reckoning and radio navigation
- Take your first solo cross-country flight

PHASE 6: Getting Ready for Cross-Country Flying

Phase Objective: During this phase you will

- Complete your first solo flight beyond the pattern
- Learn short-field and soft-field takeoff and landing procedures
- Recognize wind shear and wake turbulence hazards and how to avoid them
- Be able to utilize your flight display and instruments to safely control the airplane in simulated instrument flight and to recover from unusual attitudes

PLEASE NOTE: All scenarios will have the following items removed from the scenario as they are to be evaluated and performed every flight hereafter

- Preflight inspection
- Checklist usage
- Performance charts
- Weight and balance
- Positive exchange of flight controls
- Radio communications
- Collision avoidance
- Normal/crosswind takeoffs and landings
- After landing, parking and securing

Web-based KNOWLEDGE

ADVANCED TAKEOFF AND LANDING TECHNIQUES READING WEATHER REPORTS AND CHARTS

1) ADVANCED TAKEOFF AND LANDING TECHNIQUES

Objectives: You will learn the techniques to safely land on runways that are short or unpaved (soft).

I. Using Short or Soft Runways

- Short-Field Takeoff and Landing
- Soft-Field Takeoff and Landing

2) READING WEATHER REPORTS AND CHARTS

Objectives: You will learn how to interpret weather reports, forecasts, and charts so you can plan your flights without getting into trouble with the weather. In addition, you will see that you can obtain weather reports and forecasts from many different sources.

I. Printed Reports and Forecasts

- Aviation Routine Weather Reports (METARs)
- Terminal Aerodrome Forecasts (TAFs)
- Area Forecasts (FA)
- Winds and Temperatures Aloft Forecasts
- Radar Weather Reports
- In-flight Aviation Weather Advisories

II. Graphic Weather Products

- Surface Analysis Chart
- Weather Depiction Chart
- Low-Level Significant Weather Prog Chart
- Radar Summary Chart
- Convective Outlook Chart

III. More Sources of Weather Information

- Supplemental and In-Flight Weather Services
- Cockpit Weather Displays

FLIGHT SCENARIOS

SOLO FLIGHT BEYOND THE PATTERN

USING SHORT OR SOFT-FIELD TECHNIQUES

USING ELECTRONIC NAVIGATION / INSTRUMENT FLIGHT

SOLO PRACTICE

Flight scenarios will be repeated as necessary to reach the desired proficiency

SCENARIO 1: Solo Flight Beyond the Pattern

Objective:

Complete your first solo flight outside the local traffic pattern while gaining proficiency and confidence in solo operations

Where to go:

An area or airport within 30 minutes flight time that is free of hazards to accomplish the first solo flight outside the traffic pattern

How to get there:

Pilotage, GPS

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

You are scheduled to take a picture of a college baseball game. The picture will appear in a local newspaper and is due by 9pm tonight

Risks (real or simulated):

Appropriately correcting for the wind, entering and exiting the airport traffic pattern during solo flight, spotting traffic and hazards while performing maneuvers solo, distractions while flying solo, and the excitement and natural feelings that come with operating solo for the first time beyond the traffic pattern

Improving your skills:

Appropriate logbook and certificate endorsements

Single-pilot resource management (SRM)

S-turns

Turns around a point

Steep turns

Traffic pattern

Stage 2, Phase 6: Getting Ready for Cross Country Flying

SCENARIO 2: Using Short- or Soft-Field Techniques

Objective:

Learn short- and soft-field takeoff and landing techniques

Where to go:

An airport within 30 minutes flight time that is suitable for learning advanced takeoff and landing techniques

How to get there:

Pilotage, GPS

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

You are a volunteer pilot scheduled to take a refrigerated vaccine to a sick child that lives in a remote village. The airstrip is dirt/grass and is surrounded by trees.

Risks (real or simulated):

Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, landing in a confined area

New this scenario:

Short-field takeoff and climb

Soft-field takeoff and climb

Short-field approach and landing

Soft-field landing approach and landing

Improving your skills:

Single-pilot resource management (SRM)

Risk management

Aeronautical decision making

SCENARIO 3: Using Electronic Navigation / Instrument Flight

Objective:

Advance your skills using electronic navigation and flying by instrument reference only, and practice lost procedures

Where to go:

A point within 30 minutes flight time that is suitable airspace that is free of dense traffic

How to get there:

Pilotage, GPS

Planned deviations:

Lowering visibility along the route decreasing to 3 miles

Planned malfunctions:

None

Purpose/pressures (real or simulated):

You are a pilot for a charitable organization and have encountered lowering visibility while en route to deliver parts for a village well in a remote location. The village is without safe drinking water until the parts you are carrying make it to the destination. The well has been out of operation for four days.

Risks (real or simulated):

Problems that can occur when encountering marginal weather, pilot disorientation, pressures to continue a flight in marginal weather

New this scenario:

Stall with a bank (not to exceed 20°)

Maneuvering during slow flight (IR)

Lost procedures

Navigation systems/facilities, and radar services (IR)

Improving your skills:

Single-pilot resource management (SRM)

Controlled flight into terrain awareness

Situational awareness

Roll control during high angles of attack

GPS direct-to/nearest airport function (IR)

Basic instrument maneuvers (IR)

Spin awareness and recovery procedures

Recovery from unusual attitudes (VR-IR)

Stage 2, Phase 6: Getting Ready for Cross Country Flying

SCENARIO 4: Solo Practice

Objective:

Improve your confidence and skills for solo flight by performing ground reference maneuvers and steep turns in the local area.

Where to go:

A point within 25 nm that is in suitable airspace that is free from dense traffic and hazards

How to get there:

Pilotage, GPS

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

You are a banner-tow pilot and have been assigned to fly over a major sporting event that starts in two hours. You are contracted to fly over the event with the advertising banner for 45 minutes.

Risks (real or simulated):

Spotting traffic while performing solo maneuvers, communication in the airport traffic pattern, collision hazards while operating at low altitudes

Improving your skills:

Appropriate logbook and certificate endorsements

Single-pilot resource management (SRM)

Rectangular course

Turns around a point

S-turns

Steep turns

Phase 6 Ground Training Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Explain"</i>	Instruction Given	Describe	Explain
Short-field takeoff and climb			
Short-field approach and landing			
Soft-field takeoff			
Soft-field landing approach and landing			
Stall with a bank (not to exceed 20° of bank)			
Maneuvering during slow flight (IR)			
Lost procedures			
Navigation systems/facilities, and radar services (IR)			

Phase 6 Proficiency Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i>	Practice	Perform	Manage/Decide
Single-pilot resource management <i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Situational awareness <i>Maintains an accurate perception and understanding of surrounding factors and flight conditions</i>			
Controlled flight into terrain awareness <i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i>			
Preflight procedures			
Appropriate logbook and certificate endorsements <i>Receives appropriate logbook and certificate endorsements as required</i>			
In-flight			
Short-field takeoff and climb <i>Pitch attitude: V_x (+10/-5 knots) then V_y (+10/-5 knots)</i>			
Soft-field takeoff and climb <i>Maintains takeoff power, V_x or V_y as appropriate (+10/-5 knots)</i>			
Maneuvering during slow flight (IR) <i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+10/-0 knots), bank (+/- 10°)</i>			
Stall with a bank (not to exceed 20°) <i>Recognizes and recovers promptly by simultaneously reducing angle of attack and increasing power as appropriate</i>			
Spin awareness and recovery procedures <i>Knows procedures for avoidance and recovery from unintentional spins</i>			
Recovery from unusual attitudes (VR-IR) <i>Uses proper control inputs in the correct sequence to return to stabilized flight and avoid overstressing the airplane structure</i>			
Basic instrument maneuvers (IR) <i>Maintain altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>			
Navigation systems/facilities, and radar services (IR) <i>Maintain altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>			
GPS direct-to/nearest airport function (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>			

Stage 2, Phase 6: Getting Ready for Cross Country Flying

Phase 6 Proficiency Checklist continued

Lost procedures <i>Can safely and accurately determine position using all available resources without furthering the intensity of the problem or violating airspace</i>			
Steep turns <i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+/- 10 knots), bank (+/- 5°)</i>			
Rectangular course <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Turns around a point <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
S-turns <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Short-field approach and landing <i>Stabilized approach (+10/-5 knots), touches down within 400 feet, uses maximum aerodynamic braking</i>			
Soft-field approach and landing <i>Maintains approach speed of 1.3 V_{so} (+/- 10 knots), touches down and keeps the weight off of the nosewheel</i>			

Phase 6 completion standards:

You have completed Phase 6 when you

- Recognize where wake turbulence may be present and explain avoidance procedures
- Recognize where wind shear may be present and explain recovery procedures
- Consistently and safely control the airplane in simulated instrument flight
- Utilize radio communications, navigations systems/facilities and radar services as appropriate for lost procedures and simulated instrument conditions
- Demonstrate the correct procedures for short- and soft-field takeoffs and landings
- Compensate and correct for wind during all maneuvers and phases of flight
- Have reviewed the Phase Progress Report with your instructor

INSTRUCTOR NOTES:

PHASE 7: Flying Cross-Country

Phase Objective: During this phase you will:

- Safely plan and conduct cross-country flights
- Demonstrate the ability to locate needed radio frequencies as well as in-flight weather resources and radar resources for your route
- Demonstrate the ability to perform a safe cross-country flight without instructor assistance
- Fly your first solo cross-country flight
- Complete the CPC Knowledge Test

Web-based KNOWLEDGE INSTRUCTION

PREPARING FOR CROSS-COUNTRY FLIGHTS BASIC NAVIGATION PROCEDURES

1) PREPARING FOR YOUR CROSS-COUNTRY FLIGHTS

Objectives: You will learn how to find information on your destination airport and your route of flight. You will also learn how to use a flight computer and navigate to your destination safely.

I. Sources of Flight Information

Airport/Facility Directory
Sectional and/or Terminal Area Chart
Flight Service Station
Notices to Airmen (NOTAMS)

II. Planning and Organizing Your Cross-Country Flight

Selecting Your Route
Organizing Your Cross-Country Information
Survival Gear

III. Cockpit Resource Management

Using Cockpit Resources
Using Other Resources

2) BASIC NAVIGATION PROCEDURES

Objectives: You will learn to use your navigation plotter, flight computer, and the E6B functions on a GPS or multifunction display to calculate groundspeed and fuel consumption. You will learn cross-country planning, including how to navigate using checkpoints on the ground and how to correct for winds at your altitude.

I. Flight Computer

Mechanical Flight Computer
Electronic Flight Computer
Time-Speed-Distance Problems
Fuel Problems
Wind Problems
Navigation Plotter
E6B Functions on GPS/Multifunction Displays

II. Navigating Using Checkpoints on the Ground

Pilotage
Dead Reckoning
Basic Compass Navigation

III. Keeping Track of Your Location

Navigation Log
FAA Flight Plan
VFR Flight Following

KNOWLEDGE

SOLO CROSS-COUNTRY BRIEFING- CPC Knowledge Test *PROGRESS CHECK*- Oral quizzing

SOLO CROSS COUNTRY BRIEFING – CPC Knowledge Test

Objectives: This briefing is a final review of what you need to know for your cross-country operations. This is the time to discuss any questions you have with your instructor.

- Required logbook and certificate endorsements
- Preflight preparation
- Obtaining weather information
- Route planning
- Airplane performance and limitations
- Navigation log
- FAA flight plan
- Radio frequencies and procedures
- Airspace
- Airport operations
- Alternate plans of action
- In-flight advisories
- Basic VFR weather minimums
- Emergency operations
- Locating ATC frequencies
- Lost procedures
- Traffic patterns
- Runway incursion avoidance

***PROGRESS CHECK*- Oral quizzing**

- Review assigned cross-country flight planning
- Appropriate logbook and certificate endorsements
- FAA flight plans
- Airspace
- Weather
- Lost procedures
- System and equipment malfunctions
- | Runway incursion avoidance

FLIGHT SCENARIOS

GOING CROSS-COUNTRY

POLISHING YOUR CROSS-COUNTRY SKILLS

PROGRESS CHECK

SOLO CROSS-COUNTRY

Flight scenarios will be repeated as necessary to reach the desired proficiency

SCENARIO 1: Going Cross-Country

Objective:

Learn cross-country techniques while experiencing a flight to an unfamiliar destination outside of your local area

Where to go:

An airport the appropriate distance away (at least a straight line of 25 nm for sport pilot customers and 50 nm for private pilot customers) to accomplish your cross-country requirements; an airport with a control tower if your instructor chooses

How to get there:

Pilotage, GPS or VOR navigation, dead reckoning

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

You have an important business meeting at a nearby airport today. Your boss has advised that if you don't attend this meeting you will lose your bonus. Your car is in the shop.

Risks (real or simulated):

Being able to locate an unfamiliar airport. Problems that can occur while flying out of your local environment to unfamiliar airports in unfamiliar terrain; changing weather across your route, military operations areas (MOA), restricted areas, temporary flight restrictions (TFRs), notices to airmen (NOTAMs)

New this scenario:

Route selection

Flight publications and currency (*A/FD, sectional and/or terminal area charts, NOTAMs*)

Obtaining a weather briefing

Cross-country flight planning and performance

Weight and balance

Emergency equipment and survival gear

Cross-country navigation log

Cockpit management

Power settings and mixture control

Opening flight plans

VFR flight following (*radar services*)

Pilotage

Dead reckoning

Navigation systems (*installed in the airplane*)

Using the federal airway system (*as applicable*)

In-flight weather resources (*Flight Watch 122.0, ATIS, AWOS/ASOS, Unicom*)

Closing flight plans

Improving your skills:

Situational awareness

Task management

Aeronautical decision making

Runway incursion avoidance

Stage 2, Phase 7: Flying Cross-Country

SCENARIO 2: Polishing Your Cross-Country Skills

Objective:

Demonstrate the ability to handle unexpected situations that may arise during a cross-country flight.

Where to go:

An airport the appropriate distance away (at least a straight line of 25 nm for sport pilot customers and 50 nm for private pilot customers) to accomplish your cross-country requirements; an airport with a control tower if you haven't been to one yet

How to get there:

Pilotage, GPS or VOR navigation, dead reckoning

Planned deviations:

Diversion to an alternate airport (to completion)

Planned malfunctions:

Engine failure, alternator failure, radio failure, carburetor icing, flight display/instrument failure, pilot disorientation

Purpose/pressures (real or simulated):

Your beloved pet is critically ill and needs immediate medical attention. A series of torrential rains have left most of the rivers and streams in the local area near the flood stage making it difficult to drive. Your veterinarian is an avid pilot; the veterinarian clinic rests besides his home and private airstrip.

Risks (real or simulated):

Problems that can occur while flying out of your local environment to unfamiliar airports in unfamiliar terrain; changing weather across your route, military operations areas (MOA), restricted areas, temporary flight restrictions (TFRs), notices to airmen (NOTAMs)

New this scenario:

Diversion to an alternate (*done to a completion at least once this phase*)

Improving your skills:

Automation management

Risk management

Controlled flight into terrain awareness

Route selection

Flight publications and currency (*A/FD, sectional and terminal area charts, NOTAMs*)

Obtaining a weather briefing

Cross-country flight planning and performance

Weight and balance

Emergency equipment and survival gear

Cross-country navigation log

Cockpit management

Power settings and mixture control

Opening flight plans

VFR flight following

Pilotage and dead reckoning

Navigation systems

Using the federal airway system

In-flight weather resources (*Flight Watch 122.0, ATIS, AWOS/ASOS, Unicom*)

Lost procedures

Emergency communications and ATC resources

System and equipment malfunctions

Closing flight plans

SCENARIO 3: *PROGRESS CHECK*

Objective:

To demonstrate that you can safely act as pilot in command on a solo cross-country flight

Where to go:

As assigned by the designated instructor (prior to the day of the flight)

How to get there:

Pilotage, GPS or VOR navigation, dead reckoning

Planned deviations:

Diversion to an alternate (partial or to full completion)

Planned malfunctions:

Engine failure, alternator failure, radio failure, carburetor icing, flight display/instrument failure, pilot disorientation

Purposes/pressures (real or simulated):

Any problems/scenarios that the check pilot presents you with; the perceived pressure and natural feelings that may arise with being evaluated

Risks (real or simulated):

Problems that can occur while flying out of your local environment to unfamiliar airports in unfamiliar terrain; system and equipment malfunctions

Testing your knowledge:

Review assigned cross-country flight planning
Appropriate logbook and certificate endorsements
FAA flight plans
Airspace
Weather
Lost procedures
System and equipment malfunctions

Testing your skills:

Single-pilot resource management
Route selection
Flight publications and currency
Obtaining a weather briefing
Cross-country flight planning and performance
Weight and balance
Emergency equipment and survival gear
Cross-country navigation log
Cockpit management
Power settings and mixture control
Opening flight plans
VFR flight following
Pilotage and dead reckoning
Navigation systems
Diversion to an alternate
Lost procedures
In-flight weather resources
Emergency operations
Closing flight plans

Stage 2, Phase 7: Flying Cross-Country

Phase 7 *Progress Check*- Oral

<i>Desired outcome for all tasks for the Progress Check is "Explain"</i>	Instruction Given	Describe	Explain
Review assigned cross-country flight planning			
Appropriate logbook and certificate endorsements			
FAA flight plans			
Airspace			
Weather			
Lost procedures			
System and equipment malfunctions			
Runway incursion avoidance			

Phase 7 *Progress Check*- Flight

<i>Desired outcome for all tasks for the Progress Check is "Perform" or "Manage/Decide"</i>	Practice	Perform	Manage/Decide
Single-pilot resource management <i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Preflight procedures			
Route selection <i>Selects safe routing free of obstructions and hazardous weather</i>			
Flight publications and currency <i>Utilizes current flight publications such as Sectional and/or TAC charts, A/FD, NOTAMS and other time-sensitive navigation tools</i>			
Obtaining a weather briefing <i>Obtains an appropriate weather briefing from an FAA approved source</i>			
Cross-country flight planning and performance <i>Utilizes performance charts and completes planning for route</i>			
Emergency equipment and survival gear <i>Identifies appropriate emergency equipment that should be on board</i>			
Weight and balance <i>Performs correct weight and balance calculations</i>			
In-flight			
Cross-country navigation log <i>Completes and utilizes a navigation log</i>			
Cockpit management <i>Cockpit is organized and resources are accessible to pilot</i>			
Power settings and mixture control <i>Sets appropriate power settings and utilizes correct procedures for leaning mixture</i>			
Opening flight plans <i>Opens FAA flight plan</i>			
VFR flight following <i>Utilizes VFR radar services as available</i>			
Pilotage <i>Maintains altitude (+/- 200 feet), headings (+/- 15°)</i>			
Dead reckoning <i>Maintains altitude (+/- 200 feet), headings (+/- 15°) including magnetic compass use</i>			
Navigation systems and radar services <i>Maintains altitude (+/- 200 feet), headings (+/- 15°)</i>			

Phase 7 *Progress Check*- Flight continued

Using the federal airway system <i>(as applicable)</i> <i>Can properly utilize the federal airway system</i>			
Diversion to an alternate <i>(done to completion at least once)</i> <i>Maintains altitude (+/- 200 feet), headings (+/- 20°)</i>			
Lost procedures <i>Follows the recommended procedures, confirms position</i>			
Emergency operations <i>Follows manufacturer-recommended procedures promptly using a checklist to confirm any memory items</i>			
System and equipment malfunctions <i>Recognizes and responds to the malfunction using sound decision-making skills and follows recommended procedures</i>			
Emergency communications and ATC resources <i>Demonstrates the ability to contact ATC resources for in-flight emergency assistance and radar services</i>			
In-flight weather resources <i>Utilizes weather resources in-flight for the most current weather information</i>			
Postflight procedures			
Closing flight plans <i>Closes FAA flight plan</i>			

Phase 7 *Progress Check* completion standards:

You have completed Phase 7 Progress Check when you

- Demonstrate the ability to plan and safely conduct cross-country flights

INSTRUCTOR NOTES:

Stage 2, Phase 7: Flying Cross-Country

SCENARIO 4: Your First Solo Cross-Country

Objective:

Fly your first solo day VFR cross-country flight

Where to go:

An airport that you have already flown to and is the appropriate distance away (at least a straight line of 25 nm for sport pilot customers and more than 50 nm for private pilot customers)

**Sport pilot applicants are to complete a solo cross-country of 75 nm total distance with a full-stop landing at a minimum of two points*

How to get there:

Pilotage, GPS or VOR navigation, dead reckoning

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

Complete the necessary pre-flight planning for your assigned route, navigate safely and efficiently to your destination and return to your home airport as close as possible to your ETA.

Risks (real or simulated):

Problems that can occur while flying out of your local environment to unfamiliar airports in unfamiliar terrain; changing weather across your route, military operations areas (MOA), restricted areas, temporary flight restrictions (TFRs), notice to airmen (NOTAMs)

Improving your skills:

Appropriate logbook and certificate endorsements

Single-pilot resource management (SRM)

Route selection

Flight publications and currency

Obtaining a weather briefing

Cross-country flight planning and performance

Weight and balance

Cross-country navigation log

Cockpit management

Power settings and mixture control

Opening flight plans

VFR flight following

Pilotage and dead reckoning

Navigation systems

Using the federal airway system (as applicable)

In-flight weather resources

Closing flight plans

Phase 7 Ground Training Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Explain"</i></p>	Instruction Given	Describe	Explain
Required logbook and certificate endorsements			
Preflight preparation			
Obtaining weather information			
Route planning			
Airplane performance and limitations			
Navigation log			
FAA flight plan			
Radio frequencies and procedures			
Airspace			
Airport operations			
Alternate plans of action			
In-flight advisories			
Basic VFR weather minimums			
Emergency operations			
Locating ATC frequencies			
Lost procedures			
Traffic patterns			
Runway incursion avoidance			

Phase 7 Proficiency Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i></p>	Practice	Perform	Manage/Decide
<p>*Progress Check* <i>Satisfactorily pass the *Progress Check*</i></p>			
<p>Single-pilot resource management <i>Utilizes all resources available to ensure the successful completion of the flight</i></p>			
<p>Task management <i>Prioritizes and selects the most appropriate tasks</i></p>			
<p>Risk management <i>Maintains situational awareness, problem recognition and good judgment to reduce associated risks</i></p>			
<p>Situational awareness <i>Maintains an accurate perception and understanding of surrounding factors and flight conditions</i></p>			
<p>Aeronautical decision making <i>Uses a systematic approach to consistently determine the best course of action for the circumstances</i></p>			
<p>Controlled flight into terrain awareness <i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i></p>			
<p>Automation management <i>Demonstrates ability to understand and operate (or) when not to use the automated systems including GPS and autopilot, if installed.</i></p>			

Stage 2, Phase 7: Flying Cross-Country

Phase 7 Proficiency Checklist continued

Preflight procedures			
Appropriate logbook and certificate endorsements <i>Obtains the required logbook and certificate endorsements</i>			
Route selection <i>Selects the safest and most efficient route</i>			
Flight publications and currency <i>Utilizes current flight publications, tabs the destination and departure and possible alternate airports in the A/FD for easy reference</i>			
Obtaining a weather briefing <i>Obtains an weather briefing from an FAA-approved source</i>			
Cross-country flight planning and performance <i>Selects easily identifiable checkpoints and the most favorable altitude considering weather and equipment capabilities</i>			
Emergency equipment and survival gear <i>Identifies and carries appropriate emergency equipment and survival gear appropriate to the airplane and environment</i>			
Weight and balance <i>Computes accurate weight and balance information</i>			
Runway incursion avoidance <i>Uses best procedures for operation planning and maintaining situational awareness during taxi</i>			
In-flight			
Cross-country navigation log <i>Completes and utilizes a navigation log</i>			
Cockpit management <i>Organizes cockpit so that resources are accessible</i>			
Power settings and mixture control <i>Sets appropriate power settings and utilizes correct procedures for leaning mixture</i>			
Opening flight plans <i>Opens FAA flight plan</i>			
VFR flight following <i>Utilizes VFR radar services as available</i>			
Pilotage <i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>			
Dead reckoning <i>Maintains altitude (+/- 150 feet), headings (+/- 15°) including magnetic compass use</i>			
Navigation systems <i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>			
Using the federal airway system (as applicable) <i>Uses the correct altitude if navigating via federal airway</i>			
Diversion to an alternate (done to completion at least once) <i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>			
Lost procedures <i>Follows the recommended procedures and confirms position</i>			
Emergency operations <i>Follows the manufacturer-recommended procedures while maintaining control of the airplane</i>			
System and equipment malfunctions <i>Analyzes the situation and takes appropriate action for simulated malfunctions appropriate to the airplane</i>			
Emergency communications and ATC resources <i>Demonstrates the ability to contact the nearest (radar-equipped) ATC resource for emergency communications</i>			
In-flight weather resources <i>Utilizes all available weather resources to make informed decisions</i>			
Postflight procedures			
Closing flight plans <i>Closes FAA flight plan</i>			

Phase 7 completion standards:

You have completed Phase 7 when you

- Demonstrate proper cockpit management and single-pilot resource management
 - Can locate the frequencies of and utilize in-flight weather and radar resources
 - Utilize radio communications, navigations systems/facilities and radar services as appropriate for lost procedures and successful completion of a diversion to an alternate
 - Recognize and correctly apply emergency memory items and checklists
 - Have reviewed the Phase Progress Report with your instructor
 - Pass the Progress Check
 - Pass the CPC Knowledge Test
 - Safely plan and conduct a cross-country flight without instructor assistance
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Stage 2, Phase 7: Flying Cross-Country

INSTRUCTOR NOTES:

PHASE 8: Flying at Night *[Private Pilot only]*

Phase Objective: During this phase you will

- Learn the additional planning necessary to fly at night
- Increase your night flying and cross-country proficiency
- Complete the FAA night flying requirements

Web-based KNOWLEDGE

NIGHT FLYING AND THE HUMAN BODY RADIO NAVIGATION

1) NIGHT FLYING AND THE HUMAN BODY

Objectives: You will learn the special considerations for night operations, including some of the physical limitations that affect the human body at night. You will also learn about flying cross-country at night.

I. Vision in Flight

Night Vision
Visual Illusions
Spatial Disorientation

II. Night Operations

Sunset, Civil Twilight and Night
Preparation for Night Flying
Airplane and Airport Lighting
Night Emergencies

III. Flying Cross-Country at Night

Preparation and Equipment
Route and Altitude Selection
Using the G1000 at Night

2) RADIO NAVIGATION

Objectives: You will learn about the radio navigation system called Automatic Direction Finder (ADF) and the Very High Frequency Omni-directional Range (VOR).

I. Automatic Direction Finder (ADF)

Understanding the ADF
Using the ADF
ADF Intercepts
Movable-Card Indicator

II. VHF Omni-directional Range (VOR)

Understanding the VOR
Using VOR Radials
Testing VOR Accuracy

FLIGHT SCENARIOS

FLYING AT NIGHT

FLYING CROSS-COUNTRY AT NIGHT

Flight scenarios will be repeated as necessary to reach the desired proficiency

Stage 2, Phase 8: Flying at Night

SCENARIO 1: Flying at Night

Objective:

Learn the fundamentals of night operations

Where to go:

A suitable point within 30 minutes flight time free from obstructions

How to get there:

Pilotage, GPS

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

To experience flying and landing at night for the first time

Risks (real or simulated):

Problems that can occur while flying at night such as visual illusions and pilot disorientation, unfamiliarity with night operations and visual cues

New this scenario:

Night preparation and planning
Night preflight procedures and pilot equipment
Airport navigation and lighting
Required aircraft equipment
Landing with and without a landing light
Six takeoffs and landings to a full stop

Improving your skills:

Single-pilot resource management
Controlled flight into terrain awareness
Emergency equipment and survival gear

SCENARIO 2: Flying Cross-Country at Night

Objective:

Learn the skills necessary to fly cross country at night

Where to go:

An airport the appropriate distance away (at least a straight-line distance of 50 nm) to accomplish your cross-country requirements

How to get there:

Pilotage, GPS or VOR navigation, dead reckoning

Planned deviations:

None

Planned malfunctions:

Landing light failure, pilot disorientation

Purpose/pressures (real or simulated):

Your friend wants to get some pictures of the city from above at night for a project that is due the next day. There are few clouds at 1200 ft AGL, scattered clouds at 1600 ft AGL and a broken layer at 3,400 AGL. There is barely any moonlight.

Risks (real or simulated):

Problems that can occur while flying cross country at night such as night illusions, pilot disorientation and accidental flight into a cloud on a moonless night

Improving your skills:

Single-pilot resource management

Controlled flight into terrain awareness

Route selection

Flight publications and currency

Obtaining a weather briefing

Cross-country flight planning and performance

Cross-country navigation log

Cockpit management

Power settings and mixture control

Opening flight plans

VFR flight following

Pilotage and dead reckoning

Navigation systems

Lost procedures

In-flight weather resources

Emergency communications and ATC resources

Emergency equipment and survival gear

Recovery from unusual attitudes

Four takeoff and landings to a full stop

Closing flight plans

Stage 2, Phase 8: Flying at Night

Phase 8 Ground Training Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Explain"</i>	Instruction Given	Describe	Explain
Night preparation and planning			
Required aircraft equipment			
Night illusions			
Route selection at night			
Airport navigation and lighting			

Phase 8 Proficiency Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i>	Practice	Perform	Manage/Decide
Single-pilot resource management <i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Controlled flight into terrain awareness <i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i>			
Preflight procedures			
Night preflight procedures and pilot equipment <i>Utilizes recommended procedures and equipment</i>			
Route selection <i>Selects safe routing free of obstructions and hazardous weather</i>			
Flight publications and currency <i>Utilizes current flight publications such as sectional and/or terminal area charts, A/FD, NOTAMs and other time-sensitive navigation tools</i>			
Obtaining a weather briefing <i>Obtains an appropriate weather briefing from an FAA approved source</i>			
Cross-country flight planning and performance <i>Utilizes performance charts and completes planning for route</i>			
In-flight			
Cross-country navigation log <i>Completes and utilizes a navigation log</i>			
Cockpit management <i>Cockpit is organized and resources are accessible to pilot</i>			
Power settings and mixture control <i>Sets appropriate power settings and utilizes correct procedures for leaning mixture</i>			
Opening flight plans <i>Opens FAA flight plan</i>			
VFR flight following <i>Utilizes VFR radar services as available</i>			
In-flight weather resources <i>Utilizes all available weather resources to make informed decisions</i>			

Phase 8 Proficiency Checklist continued

Pilotage and dead reckoning <i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>			
Navigation systems <i>Can utilize installed navigation systems</i>			
Lost procedures <i>Follows the recommended procedures, confirms position using a VOR crosscheck and/or GPS</i>			
Emergency equipment and survival gear <i>Brings the appropriate equipment for the flight conditions</i>			
Emergency communications and ATC resources <i>Demonstrates the ability to contact the nearest (radar-equipped) ATC resource for emergency communications</i>			
Recovery from unusual attitudes <i>Recovers promptly to a stabilized level flight attitude using coordinated control application in the correct sequence</i>			
Landing with and without a landing light <i>Can safely use visual cues and lighting to land in the event of a landing light failure</i>			
(10) Night takeoffs and full-stop landings <i>Completes the FAA requirement of 10 full-stop night landings</i>			
Postflight procedures			
Closing flight plans <i>Closes FAA flight plan</i>			

Phase 8 completion standards:

You have completed Phase 8 when you

- Can safely control the airplane and navigate during night operations
- Utilize radio communications, navigations systems/facilities and radar services as appropriate for lost procedures and simulated instrument conditions
- Recognize and correctly mitigate potential emergency situations
- Complete FAA night training requirements
- Have reviewed the Phase Progress Report with your instructor

Stage 2, Phase 8: Flying at Night

INSTRUCTOR NOTES:

PHASE 9: Advancing Your Skills

Phase Objective: During this phase you will

- Polish your emergency instrument skills
- Complete your FAA cross-country requirements
- Practice maneuvers assigned by your instructor as needed on a solo flight

Web-based KNOWLEDGE INSTRUCTION

FLYING LONGER CROSS-COUNTRY ROUTES

1) FLYING LONGER CROSS-COUNTRY ROUTES

Objectives: You will learn processes to ensure that you use sound judgment and decision-making in your cross-country trip planning.

I. The Long Cross-Country Flight

Before You Go

Keeping Track of Your Progress

FLIGHT SCENARIOS

POLISHING EMERGENCY INSTRUMENT SKILLS

SOLO CROSS-COUNTRY PRACTICE

LONG SOLO CROSS-COUNTRY

SOLO PRACTICE

Flight scenarios will be repeated as necessary to reach the desired proficiency

Stage 2, Phase 9: Advancing Your Skills

SCENARIO 1: Polishing Emergency Instrument Skills

Objective:

Practice the instrument skills necessary to recover safely from inadvertent flight into areas of marginal weather and reduced visibility, increase the efficiency of simulated short- and soft-field operations and practice decision-making skills for emergency operations.

Where to go:

A suitable point within 30 minutes flight time free of dense traffic

How to get there:

Pilotage, GPS

Planned deviations:

None

Planned malfunctions:

Pilot disorientation

Purpose/pressures (real or simulated):

When you experience unexpected lowering visibility, you are 5 nm from your airport, which is reporting marginal VFR, and 20 nm from a neighboring airport reporting 6 miles visibility

Risks (real or simulated):

Low ceilings and visibility, marginal VFR, recency of experience in short- and soft-field landings

Improving your skills:

Single-pilot resource management

Basic instrument maneuvers (IR)

180° turn (IR)

GPS orientation and tracking (IR) *(if equipped)*

VOR orientation and tracking (IR) *(if equipped)*

Recovery from unusual attitudes (IR)

Short-field takeoff and maximum performance climb

Short-field approach and landing

Soft-field takeoff and climb

Soft-field approach and landing

Emergency operations

Controlled flight into terrain awareness

Situational awareness

Automation management

SCENARIO 2: Solo Cross-Country Practice

Objective:

To practice solo cross-country operations and aeronautical decision making

Where to go:

An airport more than 50 nm straight-line distance from the airport of departure

How to get there:

Pilotage, GPS or VOR navigation, dead reckoning

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

To conduct a solo day VFR cross-country flight to an unfamiliar airport by completing the necessary preflight planning, navigating safely and efficiently to all your assigned points, and returning as close as possible to your ETA

Risks (real or simulated):

Problems that can occur while flying solo cross country to an unfamiliar airport

Improving your skills:

Appropriate logbook and certificate endorsements

Route selection

Flight publications and currency

Obtaining a weather briefing

Aeronautical decision making

Cross-country flight planning and performance

Cross-country navigation log

Task management

Cockpit management

Power settings and mixture control

Opening flight plan

VFR flight following

Pilotage and dead reckoning

Navigation aids and radar services

In-flight weather resources

Closing flight plan

Stage 2, Phase 9: Advancing Your Skills

SCENARIO 3: Long Solo Cross-Country

Objective:

Complete the solo cross-country flight requirements for your private pilot certificate.

Where to go:

A cross-country flight of at least 100 nm total distance with one segment of more than 50 nm straight-line distance between takeoff and landing locations and landings at a minimum of three different airports. Part 61 customers must fly 150 nm total distance and the landings must be full-stop at each of the three different airports. If not previously accomplished, one airport should have an operating control tower where three takeoffs and landings can be made to a full stop with each landing involving flight in the traffic pattern.

How to get there:

Pilotage, GPS or VOR navigation, dead reckoning

Planned deviations:

None

Planned malfunctions:

None

Purpose/pressures (real or simulated):

To complete a full-stop landing at three different airports while navigating safely and efficiently to and returning as close as possible to your estimated time of arrival (ETA)

Risks (real or simulated):

Problems that can occur while flying a longer solo cross-country flight, such as being unfamiliar with the airspace and changing weather

Improving your skills:

Appropriate logbook and certificate endorsements

Route selection

Flight publications and currency

Obtaining a weather briefing

Risk management

Aeronautical decision making

Cross-country flight planning and performance

Cross-country navigation log

Cockpit management

Power settings and mixture control

Opening flight plans

VFR flight following

Pilotage and dead reckoning

Navigation aids and radar services

In-flight weather resources

Closing flight plans

SCENARIO 4: More Solo Practice

Objective:

Practice maneuvers in preparation for the final phase of training

Where to go:

A point within 30 minutes flight time that is in suitable airspace and free of hazards

How to get there:

Pilotage, GPS

Planned deviations:

None

Planned malfunctions:

None

Purpose / pressures (real or simulated):

Practicing performance takeoff and landings without instructor assistance, knowing when to go around or discontinue an unsafe approach or landing attempt, safely complete the flight

Risks (real or simulated):

Traffic, maneuvering at low speeds close to the ground while practicing takeoffs and landings, practicing maneuvers without an instructor

Improving your skills:

Risk management

Situational awareness

Controlled flight into terrain awareness

Short-field takeoff and maximum performance climb

Short field approach and landing

Soft-field takeoff and climb

Soft-field approach and landing

Ground reference maneuvers

Steep turns

Maneuvers assigned by your instructor

Stage 2, Phase 9: Advancing Your Skills

Phase 9 Ground Training Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Explain"</i></p>	Instruction Given	Describe	Explain
Cross-country flight planning and performance			

Phase 9 Proficiency Checklist

<p>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</p> <p><i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i></p>	Practice	Perform	Manage/Decide
Single-pilot resource management			
<i>Utilizes all resources available to ensure the successful completion of the flight</i>			
Task management			
<i>Prioritizes and selects the most appropriate tasks</i>			
Risk management			
<i>Maintains situational awareness, problem recognition and good judgment to reduce associated risks</i>			
Situational awareness			
<i>Maintains an accurate perception and understanding of location, surrounding factors and conditions</i>			
Aeronautical decision making			
<i>Uses a systematic approach to consistently determine the best course of action for the circumstances</i>			
Controlled flight into terrain awareness			
<i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i>			
Automation management			
<i>Demonstrates ability to understand and operate installed equipment such as GPS and/or autopilot if installed</i>			
Preflight procedures			
Appropriate logbook and certificate endorsements			
<i>Obtains appropriate instructor endorsements</i>			
Route selection			
<i>Selects safe routing free of obstructions and hazardous weather</i>			
Flight publications and currency			
<i>Utilizes current flight publications such as sectional and/or terminal area charts, A/FD, NOTAMs and other time-sensitive navigation tools</i>			
Obtaining a weather briefing			
<i>Obtains an appropriate weather briefing from an FAA approved source</i>			
Cross-country flight planning and performance			
<i>Utilizes performance charts and completes planning for route</i>			
In-flight			
Cross-country navigation log			
<i>Completes and utilizes a navigation log</i>			
Cockpit management			
<i>Cockpit is organized and resources are accessible to pilot</i>			
Power settings and mixture control			
<i>Sets appropriate power settings and utilizes correct procedures for leaning mixture</i>			
Opening flight plans			
<i>Opens FAA flight plan</i>			

Phase 9 Proficiency Checklist continued

VFR flight following <i>Utilizes VFR radar services as available</i>			
In-flight weather resources <i>Utilizes all available weather resources to make informed decisions</i>			
Basic instrument maneuvers (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+/- 10 knots)</i>			
180° turn (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+/- 10 knots)</i>			
GPS orientation and tracking, <i>if equipped</i> (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 10°), airspeed (+/- 10 knots)</i>			
VOR orientation and tracking, <i>if equipped</i> (IR) <i>Maintains altitude (+/- 200 feet), heading (+/- 10°), airspeed (+/- 10 knots)</i>			
Pilotage and dead reckoning <i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>			
Navigation aids and radar services <i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>			
Recovery from unusual attitudes (IR) <i>Recovers promptly to a stabilized level flight attitude using coordinated control application in the correct sequence</i>			
Emergency operations <i>Follows the manufacturer-recommended procedures while maintaining control of the airplane</i>			
Steep turns <i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+/- 15 knots), bank (+/- 8 °)</i>			
Maneuvers assigned by your instructor <i>Practical test standards</i>			
Ground reference maneuvers <i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>			
Short-field takeoff and maximum performance climb <i>Pitch attitude: V_x (+10/-5 knots) then V_y (+10/-5 knots)</i>			
Short-field approach and landing <i>Stabilized approach (+10/-5 knots), touches down at or within 250 feet</i>			
Soft-field takeoff and climb <i>Maintains takeoff power, V_x or V_y as appropriate (+10/-5 knots)</i>			
Soft-field approach and landing <i>Recommended airspeed or $1.3 V_{so}$ (+/- 10 knots)</i>			
Postflight procedures			
Closing flight plans <i>Closes FAA flight plan</i>			

Phase 9 completion standards:

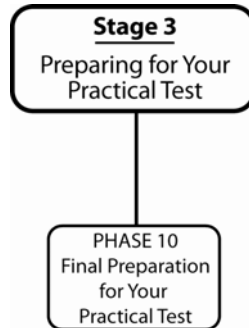
You have completed Phase 9 when you

- Safely plan and conduct a cross-country flight without instructor assistance.
- Utilize radio communications, navigations systems/facilities and radar services as appropriate for simulated instrument conditions.
- Recognize and correctly apply emergency memory items and checklists.
- Perform short- and soft-field landings utilizing correct procedures.
- Have reviewed the Phase Progress Report with your instructor.

Stage 2, Phase 9: Advancing Your Skills

INSTRUCTOR NOTES:

STAGE 3: Preparing for your Practical Test



Stage 3 consists of one Phase:

- Final Preparation for Your Practical Test

Stage Objective: During this stage you will

- Prepare for the FAA Practical Test
- Learn what to bring to the practical test
- Learn about your responsibilities as a newly licensed pilot
- Take your final Progress Check

PHASE 10: Final Preparation for Your Practical Test

Phase Objective: During this phase you will

- Prepare for your practical test by identifying any weak areas and improving your performance in that area
- Be able to perform to practical test standards in all areas of operation
- Complete a practical test briefing
- Complete a mock FAA Practical Test with your instructor
- Pass your final progress check

Web-based KNOWLEDGE INSTRUCTION

HOW TO PASS YOUR CHECKRIDE YOUR RESPONSIBILITIES AS A LICENSED PILOT

KNOWLEDGE

PRACTICAL TEST BRIEFING- Practical Test Standards (PTS)

Mock FAA Practical Test- Oral Quizzing

****FINAL PROGRESS CHECK* Oral Quizzing- Check Instructor***

Stage 3, Phase 10: Preparing for Your Practical Test

1) HOW TO PASS YOUR CHECKRIDE

Objectives: You will learn what the FAA designated pilot examiner will be looking for on your checkride and what to bring with you to.

I. Coming Prepared to Your checkride

- FAA Form 8710
- Airplane Logbooks
- Items to Bring
- Practical Test Standards

II. The Oral Exam

- Helpful Hints

III. The Flight Exam

- You Are the PIC

2) YOUR RESPONSIBILITIES AS A CERTIFICATED PILOT

Objectives: You will learn suggestions for a safe transition to being a newly certificated pilot, tips for carrying passengers and how to keep current.

I. Your Responsibilities as PIC

- Staying Current
- Broadening Your Horizons
- Transitions to Unfamiliar Airplanes

II. Passengers

- Flying Safely and Risk Management
- Coping With Passenger Anxiety or Illness

PRACTICAL TEST BRIEFING

Objectives: This briefing is designed to review all applicable knowledge in the appropriate practical test standards, identify any weak areas and fix them. You will also learn what you need to be prepared for the practical test

- Practical test checklist
- Application for airman certificate (FAA Form 8710)
- Certificates and documents
- Airworthiness requirements
- Weather
- Cross-country flight planning
- Airspace
- Performance and limitations
- Operation of systems
- Aeromedical factors
- Radio communications
- Emergency operations
- ATC light signals [Private Pilot only]
- Night operations [Private Pilot only]

Mock FAA Practical Test- Oral Quizzing

- All applicable PTS items

****FINAL PROGRESS CHECK* Oral Quizzing-Check Instructor***

- All applicable PTS items

FLIGHT SCENARIOS

1- Mock FAA Practical Test

2 - Final **PROGRESS CHECK**

Flight scenarios will be repeated as necessary to reach the desired proficiency

SCENARIO 1: Mock FAA Practical Test

Objective:

You will fly with a designated instructor to ensure you are ready for the practical test

Where to go:

A point or airport suitable to accomplish the simulated practical test

How to get there:

Pilotage, navigation aids and radar services, dead reckoning

Planned deviations:

As assigned by instructor

Planned malfunctions:

As assigned by instructor

Purpose/pressures (real or simulated)

As assigned by instructor

Risks (real or simulated):

As assigned by instructor

This scenario includes all items in the applicable practical test standards (PTS)

Single-pilot resource management

Task management

Risk management

Situational awareness

Aeronautical decision making

Controlled flight into terrain awareness

Automation management

Preflight preparation

Certificates and documents

Airworthiness requirements

Weather information

Cross-country flight planning

National airspace system

Performance and limitations

Operation of systems

Aeromedical factors

Principles of flight [*Sport Pilot only*]

Preflight procedures

Preflight inspection

Single-pilot resource management

Cockpit management

Engine starting

Taxiing

Runway incursion avoidance

Before takeoff check

Airport operations

Radio communications

ATC light signals [*Private Pilot only*]

Traffic patterns

Stage 3, Phase 10: Preparing for Your Practical Test

Takeoffs, landings, and go-around/rejected landings

- Normal and crosswind takeoff and climb
- Normal and crosswind approach and landing
- Soft-field takeoff and climb
- Soft-field approach and landing
- Short-field takeoff and climb
- Short-field approach and landing
- Forward slip to a landing
- Go-around/rejected landing

Performance maneuver

- Steep turns

Ground reference maneuvers

- Rectangular course
- S-turns
- Turns around a point

Navigation

- Pilotage and dead reckoning
- Navigation systems and radar services
- Diversion
- Lost procedures

Slow flight and stalls

- Maneuvering during slow flight
- Power-off stalls
- Power-on stalls
- Spin awareness

Basic instrument maneuvers *[Private Pilot only]*

- Straight-and-level flight
- Constant airspeed climbs
- Constant airspeed descents
- Turns to headings
- Recovery from unusual flight attitudes
- Radio communications, navigation systems/facilities, and radar services

Emergency operations

- Emergency descent
- Emergency approach and landing (simulated)
- Systems and equipment malfunctions
- Emergency equipment and survival gear

Night operation *[Private Pilot only]*

- Night preparation

Postflight procedures

- After landing, parking and securing

SCENARIO 2: Final *PROGRESS CHECK*

Objective:

You will fly with a designated instructor to ensure you are ready for the practical test

Where to go:

A point or airport suitable to accomplish the simulated practical test

How to get there:

Pilotage, navigation aids and radar services, dead reckoning

Planned deviations:

As assigned by instructor

Planned malfunctions:

As assigned by instructor

Purpose/pressures (real or simulated)

As assigned by instructor

Risks (real or simulated):

As assigned by instructor

This scenario includes all items in the applicable practical test standards (PTS)

Single-pilot resource management

Task management

Risk management

Situational awareness

Aeronautical decision making

Controlled flight into terrain awareness

Automation management

Preflight preparation

Certificates and documents

Airworthiness requirements

Weather information

Cross-country flight planning

National Airspace System

Performance and limitations

Operation of systems

Aeromedical factors

Principles of flight [*Sport Pilot only*]

Preflight procedures

Preflight inspection

Cockpit management

Engine starting

Taxiing

Runway incursion avoidance

Before takeoff check

Airport operations

Radio communications

ATC light signals [*Private Pilot only*]

Traffic patterns

Stage 3, Phase 10: Preparing for Your Practical Test

Takeoffs, landings, and go-around/rejected landings

- Normal and crosswind takeoff and climb
- Normal and crosswind approach and landing
- Soft-field takeoff and climb
- Soft-field approach and landing
- Short-field takeoff and climb
- Short-field approach and landing
- Forward slip to a landing
- Go-around/rejected landing

Performance maneuver

- Steep turns

Ground reference maneuvers

- Rectangular course
- S-turns
- Turns around a point

Navigation

- Pilotage and dead reckoning
- Navigation systems and radar services
- Diversion
- Lost procedures

Slow flight and stalls

- Maneuvering during slow flight
- Power-off stalls
- Power-on stalls
- Spin awareness

Basic instrument maneuvers *[Private Pilot only]*

- Straight-and-level flight
- Constant airspeed climbs
- Constant airspeed descents
- Turns to headings
- Recovery from unusual flight attitudes
- Radio communications, navigation systems/facilities, and radar services

Emergency operations

- Emergency descent
- Emergency approach and landing (simulated)
- Systems and equipment malfunctions
- Emergency equipment and survival gear

Night operation *[Private Pilot only]*

- Night preparation

Postflight procedures

- After landing, parking and securing

Phase 10 Ground Training Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Explain"</i>	Instruction Given	Describe	Explain
Preparation for the practical test			

Phase 10 Proficiency Checklist

*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed. <i>Desired outcome for all tasks by the end of the phase is "Perform" or "Manage/Decide"</i>	Practice	Perform	Manage/Decide
Progress Check <i>Satisfactorily pass the *Progress Check*</i>			
Single-pilot resource management - Evaluated during all phases flight (including of pre-and postflight)			
Task management <i>Practical test standards</i>			
Risk management <i>Practical test standards</i>			
Situational awareness <i>Practical test standards</i>			
Aeronautical decision making <i>Practical test standards</i>			
Controlled flight into terrain awareness <i>Practical test standards</i>			
Automation management <i>Practical test standards</i>			
Preflight preparation			
Certificates and documents <i>Practical test standards</i>			
Airworthiness requirements <i>Practical test standards</i>			
Weather information <i>Practical test standards</i>			
Cross-country flight planning <i>Practical test standards</i>			
National airspace system <i>Practical test standards</i>			
Performance and limitations <i>Practical test standards</i>			
Operation of systems <i>Practical test standards</i>			
Aeromedical factors <i>Practical test standards</i>			
Principles of flight [Sport Pilot PTS] <i>Practical test standards</i>			

Stage 3, Phase 10: Preparing for Your Practical Test

Preflight procedures			
Preflight inspection <i>Practical test standards</i>			
Cockpit management <i>Practical test standards</i>			
Engine starting <i>Practical test standards</i>			
Taxiing <i>Practical test standards</i>			
Runway incursion avoidance <i>Practical test standards</i>			
Before takeoff check <i>Practical test standards</i>			
Airport operations			
Radio communications <i>Practical test standards</i>			
ATC light signals [Private Pilot PTS] <i>Practical test standards</i>			
Traffic patterns <i>Practical test standards</i>			
Runway & taxiway signs, markings and lighting <i>Practical test standards</i>			
Takeoffs, landings, and go-arounds			
Normal and crosswind takeoff and climb <i>Practical test standards</i>			
Normal and crosswind approach and landing <i>Practical test standards</i>			
Soft-field takeoff and climb <i>Practical test standards</i>			
Soft-field approach and landing <i>Practical test standards</i>			
Short-field takeoff and climb <i>Practical test standards</i>			
Short-field approach and landing <i>Practical test standards</i>			
Forward slip to a landing <i>Practical test standards</i>			
Go-around/rejected landing <i>Practical test standards</i>			
Performance maneuvers			
Steep turns <i>Practical test standards</i>			
Ground reference maneuvers			
Rectangular course <i>Practical test standards</i>			
S-turns <i>Practical test standards</i>			
Turns around a point <i>Practical test standards</i>			

Stage 3, Phase 10: Preparing for Your Practical Test

Navigation			
Pilotage and dead reckoning <i>Practical test standards except maintains appropriate altitude +/- 100 feet</i>			
Navigation systems and radar services <i>Practical test standards except maintains appropriate altitude +/- 100 feet</i>			
Diversion <i>Practical test standards except maintains appropriate altitude +/- 100 feet</i>			
Lost procedures <i>Practical test standards</i>			
Slow flight & stalls			
Maneuvering during slow flight <i>Practical test standards</i>			
Power-off stalls <i>Practical test standards</i>			
Power-on stalls <i>Practical test standards</i>			
Spin awareness <i>Practical test standards</i>			
Basic instrument maneuvers [Private Pilot PTS]			
Straight-and-level flight (IR) <i>Practical test standards</i>			
Constant airspeed climbs (IR) <i>Practical test standards</i>			
Constant airspeed descents (IR) <i>Practical test standards</i>			
Turns to headings (IR) <i>Practical test standards</i>			
Recovery from unusual flight attitudes (IR) <i>Practical test standards</i>			
Radio communications, navigation systems/facilities, and radar services (IR) <i>Practical test standards except maintains heading +/- 10°</i>			
Emergency operations			
Emergency descent <i>Practical test standards</i>			
Emergency approach and landing <i>Practical test standards</i>			
Systems and equipment malfunctions <i>Practical test standards</i>			
Emergency equipment and survival gear <i>Practical test standards</i>			
Night operation [Private Pilot PTS]			
Night preparation <i>Practical test standards</i>			
Postflight procedures			
After landing, parking and securing <i>Practical test standards</i>			

Phase 10 completion standards:

You have completed Phase 10 when you

- Perform to the practical test standards for the Sport or Private pilot certificate as appropriate.
- Pass the final **Progress Check**.
- Successfully complete all of the web-based knowledge instruction for the course.

Stage 3, Phase 10: Preparing for Your Practical Test

Phase 10 *Progress Check*- Flight

<p><i>*All items to be graded independently by the instructor and customer, then discussed and a final grade assessed.</i></p> <p><i>Desired outcome for all tasks for the Progress Check is "Perform" or "Manage/Decide"</i></p>	Practice	Perform	Manage/ Decide
Single-pilot resource management - Evaluated during all phases flight (including of pre-and postflight)			
Task management <i>Practical test standards</i>			
Risk management <i>Practical test standards</i>			
Situational awareness <i>Practical test standards</i>			
Aeronautical decision making <i>Practical test standards</i>			
Controlled flight into terrain awareness <i>Practical test standards</i>			
Automation management <i>Practical test standards</i>			
Preflight preparation			
Certificates and documents <i>Practical test standards</i>			
Airworthiness requirements <i>Practical test standards</i>			
Weather information <i>Practical test standards</i>			
Cross-country flight planning <i>Practical test standards</i>			
National airspace system <i>Practical test standards</i>			
Performance and limitations <i>Practical test standards</i>			
Operation of systems <i>Practical test standards</i>			
Aeromedical factors <i>Practical test standards</i>			
Principles of flight [Sport Pilot PTS] <i>Practical test standards</i>			
Preflight procedures			
Preflight inspection <i>Practical test standards</i>			
Cockpit management <i>Practical test standards</i>			
Engine starting <i>Practical test standards</i>			
Taxiing <i>Practical test standards</i>			
Runway incursion avoidance <i>Practical test standards</i>			
Before takeoff check <i>Practical test standards</i>			

Phase 10 *Progress Check*- Flight continued

Airport operations			
Radio communications <i>Practical test standards</i>			
ATC light signals [<i>Private Pilot PTS</i>] <i>Practical test standards</i>			
Traffic patterns <i>Practical test standards</i>			
Runway & taxiway signs, markings and lighting <i>Practical test standards</i>			
Takeoffs, landings, and go-arounds			
Normal and crosswind takeoff and climb <i>Practical test standards</i>			
Normal and crosswind approach and landing <i>Practical test standards</i>			
Soft-field takeoff and climb <i>Practical test standards</i>			
Soft-field approach and landing <i>Practical test standards</i>			
Short-field takeoff and climb <i>Practical test standards</i>			
Short-field approach and landing <i>Practical test standards</i>			
Forward slip to a landing <i>Practical test standards</i>			
Go-around/rejected landing <i>Practical test standards</i>			
Performance maneuvers			
Steep turns <i>Practical test standards</i>			
Ground reference maneuvers			
Rectangular course <i>Practical test standards</i>			
S-turns <i>Practical test standards</i>			
Turns around a point <i>Practical test standards</i>			
Navigation			
Pilotage and dead reckoning <i>Practical test standards except maintains appropriate altitude +/- 100 feet</i>			
Navigation systems and radar services <i>Practical test standards except maintains appropriate altitude +/- 100 feet</i>			
Diversion <i>Practical test standards except maintains appropriate altitude +/- 100 feet</i>			
Lost procedures <i>Practical test standards</i>			
Slow flight & stalls			
Maneuvering during slow flight <i>Practical test standards</i>			
Power-off stalls <i>Practical test standards</i>			

Stage 3, Phase 10: Preparing for Your Practical Test

Phase 10 *Progress Check*- Flight continued

Power-on stalls <i>Practical test standards</i>			
Spin awareness <i>Practical test standards</i>			
Basic instrument maneuvers [Private Pilot PTS]			
Straight-and-level flight (IR) <i>Practical test standards</i>			
Constant airspeed climbs (IR) <i>Practical test standards</i>			
Constant airspeed descents (IR) <i>Practical test standards</i>			
Turns to headings (IR) <i>Practical test standards</i>			
Recovery from unusual flight attitudes (IR) <i>Practical test standards</i>			
Radio communications, navigation systems/facilities, and radar services (IR) <i>Practical test standards except maintains heading +/- 10°</i>			
Emergency operations			
Emergency descent <i>Practical test standards</i>			
Emergency approach and landing <i>Practical test standards</i>			
Systems and equipment malfunctions <i>Practical test standards</i>			
Emergency equipment and survival gear <i>Practical test standards</i>			
Night operation [Private Pilot PTS]			
Night preparation <i>Practical test standards</i>			
Postflight procedures			
After landing, parking and securing <i>Practical test standards</i>			

Phase 10 *Progress Check* completion standards:

- You have completed the Phase 10 Progress Check when you
- Perform to the practical test standards in all areas

INSTRUCTOR NOTES:

EXPANDED INSTRUCTOR BRIEFINGS

Stage 1, Phase 4

PRE-SOLO BRIEFING – Pre-Solo Knowledge Test

Objectives: To ensure sufficient knowledge to proceed to Phase 5 and solo.

- CPC safety practices and procedures
- Airworthiness
- Preflight preparation and inspection
- Aircraft performance and operating limitations
- Fueling
- Fuel reserves
- VFR weather minimums
- VFR cruising altitudes
- Minimum safe altitudes
- Careless and/or reckless operation
- Radio procedures
- Right-of-way rules
- ATC light signals
- Emergency procedures including carburetor icing
- Collision avoidance
- Practice area location(s)
- Traffic pattern
- Solo flights restrictions
- Required certificate and logbook endorsements

Stage 2, Phase 7

SOLO CROSS COUNTRY BRIEFING – CPC Knowledge Test

Objectives: This briefing is a final review of what you need to know for your cross-country operations. This is the time to discuss any questions you have with your instructor.

- Appropriate logbook and certificate endorsements
- Preflight preparation
- Obtaining weather information
- Route planning
- Airplane performance and limitations
- Navigation log
- FAA flight plan
- Radio frequencies and procedures
- National Airspace System
- Airport operations
- Alternate plans of action
- In-flight advisories
- Basic VFR weather minimums
- Emergency operations
- Locating ATC frequencies
- Lost procedures
- Traffic patterns
- Runway incursion avoidance
- Closing flight plans

Appendix A

Stage 3, Phase 10

PRACTICAL TEST BRIEFING

Objectives: This briefing is designed to review all applicable knowledge in the appropriate practical test standards, identify any weak areas and fix them. You will also learn what you need to be prepared for the practical test.

- Practical test checklist

- Application for airman certificate (FAA form 8710)

- Certificates and documents

- Airworthiness requirements

- Weather

- Cross-Country flight planning

- Airspace

- Performance and limitations

- Operation of systems

- Aeromedical factors

- Radio communications

- ATC light signals [Private Pilot only]

- Emergency operations

- Night operations [Private Pilot only]

SUGGESTED KNOWLEDGE REVIEW SESSIONS

STAGE 1

Session 1:

Preflight inspection
Use of checklists and visual inspection
Positive exchange of flight controls
Collision avoidance/visual scanning
Aircraft V-speeds
Practical Test Standards (PTS)
Safety Procedures and Practices
Obtaining weather (briefing and computer)
Weather minimums (flight school)
Fuel reserves required
Minimum altitude limitations
Location of practice areas

Session 2:

Airworthiness requirements
Aircraft servicing
Aircraft discrepancies
Aircraft logbooks
Aircraft certificates and documents
Airplane systems
Performance charts (Takeoff and landing data)
Weight and balance data
Fuel grades
Airport markings and lighting
Aircraft lighting during taxi and takeoff
Local radio communications
Land and hold short operations

Session 3:

Stall theory and spin awareness
Maneuvers to be performed
Regulations applicable to student pilots:
Part 61
Part 91
Student pilot limitations
Endorsements required for solo flights
Airspace
Radio communications failure
ATC light gun signals
System and equipment malfunctions
Emergency operations
Wake turbulence avoidance
Traffic pattern entries and departures
Operations at non-towered airports

Appendix B

STAGE 2

Session 1:

Explanations of short-field and soft-field landings using PTS

Cross Country operations:

- Weather information
- In-flight weather services
- Local frequencies for radar
- NOTAMS, AIM, AFD
- Flight planning and navigation logs
- Flight planning and performance
- Use of performance charts
- Use of mixture
- Filing, opening and closing a flight plan
- ATC communication
- Navigations systems
- National Airspace system
- VFR weather minimums
- Required endorsements
- Diversion procedures

Session 2:

Cross-country emergencies:

- Adverse weather
- Visibility
- Ceiling
- Wind
- Turbulence
- Thunderstorms
- Icing conditions
- Carburetor icing
- Lost procedures
- Low fuel
- Communications or navigation failure
- Instrument failure
- Other malfunctions

STAGE 3

Session 1:

Applicable Practical Test Standards (PTS)

PAVE Checklist

PAVE your way to a safe takeoff and landing. Before you fly, examine your risk factors.

Remember the cumulative effect. Change your plan whenever more than one risk factor is marginal.

Pilot
Aircraft
enVironment
External Pressures

PILOT

Make a frank assessment of your own skills.

- Am I proficient for the runway length and surface condition?
- Do I have recent experience required for today's wind conditions?
- Am I able to land the airplane exactly when and where I need to for this flight?
- Are the takeoff and landing conditions within my personal minimums?

AIRCRAFT

Evaluate the capability of the aircraft.

- Can this airplane safely take off and land in today's conditions?
- Are the winds for takeoff and landing within the maximum demonstrated crosswind component for the airplane?
- Is the runway length sufficient for this airplane considering:
 - this surface in these conditions?
 - the current density altitude?

ENVIRONMENT

Evaluate the environmental factors at the airport and on the runway.

- What is the crosswind component on the active runway?
- Is the runway slick from water, snow, or slush?
- Are braking action reports available?
- Will conditions at my destination require an approach with a tailwind landing?

External Pressures

Evaluate pressures that influence you to make or complete the flight.

- Do someone else's plans depend on you completing this flight?
- Are peers encouraging you to take off or land despite the conditions?
- What are your strategies for managing the external pressures specific to this flight?

Appendix C

CARE Checklist

Use the CARE attention scan to recognize and manage the changing risk factors in flight and for landing.

Manage your workload so that you have time to use the CARE checklist to deal with changes.

Consequences
Alternatives
Reality
External Pressures

Consequences

- Am I thinking: *What is changing at my destination and alternate? What are the consequences?*
- Are the wind strength, gusts, or crosswind component more than I anticipated?
- Is moisture on the runway, and will temperature be a factor?

Alternatives

- Do I have more than one alternate course of action?
- Are conditions changing at my destination?
- Should I land now to expand my circle of alternatives and remove pressure to land in adverse conditions?

Reality

- Have I accepted the fact that landing conditions at my destination airport have changed?
- Has the goal to land at my destination put me in denial?
- Am I dealing with things as they really are at my destination, or just as I planned them?

External Pressures

- Am I ignoring risk factors in order to land at my destination?
- Am I managing my own goal-oriented behavior?
- Are pressures influencing me to land under unsuitable conditions?

Cessna Sport / Private Pilot Course Training Requirements

Ground training requirements

The customer must successfully complete

- All web-based knowledge instruction and flight previews
- All Ground Training Checklists
- All Progress Checks
- All Expanded Instructor Briefings
- Pre-Solo written exam
- Cessna Pilot Center Final Exam

Flight training requirements

Prior to completing the Cessna Sport / Private Pilot Course

- The applicable minimum hourly requirements must be met
- As well as the successful completion of all Phase Proficiency Checklists and Progress Checks

Requirements for graduation

To obtain a graduation certificate for the

- *Private Pilot Course*, the applicant must:
 - Be at least 17 years of age
 - Be able to read, speak, write and understand English
 - Complete all ground training requirements
 - Complete all flight training requirements
 - Hold a valid and current FAA Medical and Student Pilot Certificate
 - Complete the FAA Private Pilot-Airplane Knowledge Test
- *Sport Pilot Course*, the applicant must:
 - Be at least 17 years of age
 - Be able to read, speak, write and understand English
 - Complete all ground training requirements
 - Complete all flight training requirements
 - Complete the FAA Sport Pilot-Airplane Knowledge Test

Minimum flight time requirements

The course is designed to meet the minimum hour requirements of

- 14 CFR Part 141, Appendix B
- 14 CFR Part 61 Subparts C, E and J

The minimum FAA hour requirements

- Vary depending upon your course of enrollment
- Are to be thought of minimums only
 - FAA statistics indicate that the typical private pilot candidate has approximately 60 to 75 hours at the time of the practical test.

What you get at an FAA certificated flight school (under 14 CFR Part 141)

If you take a course with this syllabus under Part 141 of the Federal Aviation Regulations, you are assured that flight school has been approved by the FAA and is required to demonstrate and maintain

- Standardized flight operations, including *Safety Procedures and Practices*
- A structured training environment
- Detailed training records available for regular and unannounced FAA checks and inspection
- At least an 80% first attempt pass rate for license applicants training under Part 141

Due to this level of structure and supervision, a Part 141 approved curriculum is authorized to graduate qualified applicants in fewer flight hours.

Appendix D

GROUND TRAINING SUMMARY

Phase	Online Knowledge Lessons*	Online Flight Previews	Pre-flight & Post-flight Briefings**	Ground Training Checklist	Expanded Briefings	Total
1	5.0	1.0	0.9	1.5	0.0	8.4
2	3.5	1.3	1.2	1.5	0.0	7.5
3	3.4	0.6	0.9	1.5	0.0	6.4
4	3.0	0.1	0.9	2.0	1.0	7.0
5	0.1	0.0	1.4	0.0	0.0	1.5
Stage 1 Totals	15.0	3.0	5.3	6.5	1.0	30.8

6	1.4	0.6	0.6	1.0	0.0	3.6
7	1.7	0.5	1.6	2.0	1.5	7.3
8	1.4	0.4	0.8	1.0	0.0	3.6
9	0.1	0.0	0.3	0.5	0.0	0.9
Stage 2 Totals	4.6	1.5	3.3	4.5	1.5	15.4

10	0.7	0.0	1.5	0.0	2.0	4.2
Stage 3 Totals	0.7	0.0	1.5	0.0	2.0	4.2
Totals	20.3	4.5	10.1	11.0	4.5	50.4

* Based on a 45 second average per each lesson page and question.

** Based on 0.3 hour average total pre-flight and post-briefing per flight.

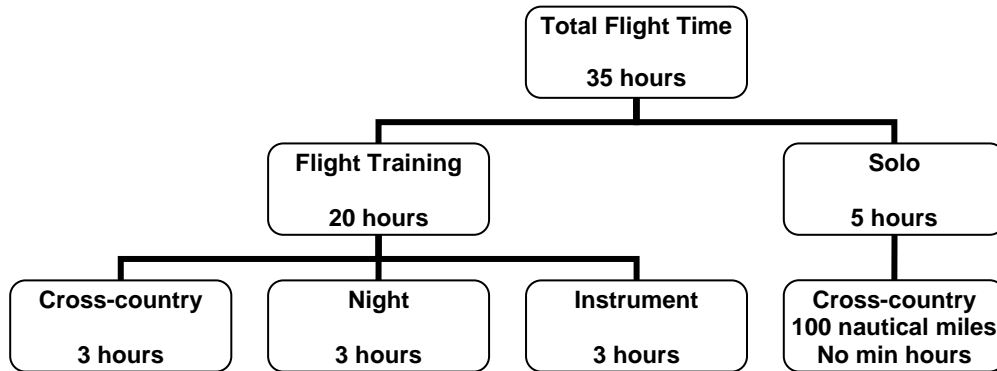
This syllabus accommodates the required 35-hour minimum aeronautical knowledge training when used as a Part 141 curriculum as shown in the table above.

The aeronautical knowledge training occurs through multiple paths including online tested self study, viewing the online flight-preparatory video segments, and instructor/customer interaction in the pre- and post-flight briefings, three phase-specific expanded briefings (pre-solo, solo cross-country, and practical test). Instruction may also be given during the instructor/customer Ground Training Checklist reviews.

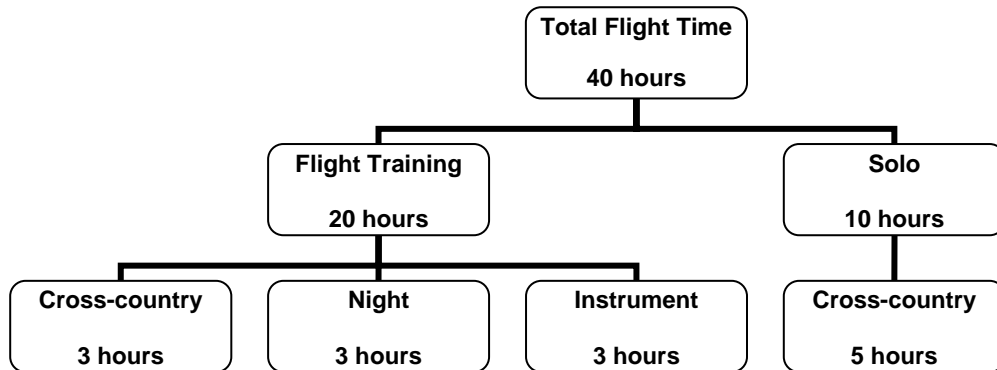
A customer receives credit for the online course study when they complete every lesson within the course. To complete a lesson, the customer must satisfactorily complete every question within that lesson.

Customer aeronautical knowledge competence is assured through instructor/customer Ground Training Checklist reviews that must be demonstrated to the Explain level and the Cessna Pilot Center (CPC) knowledge test.

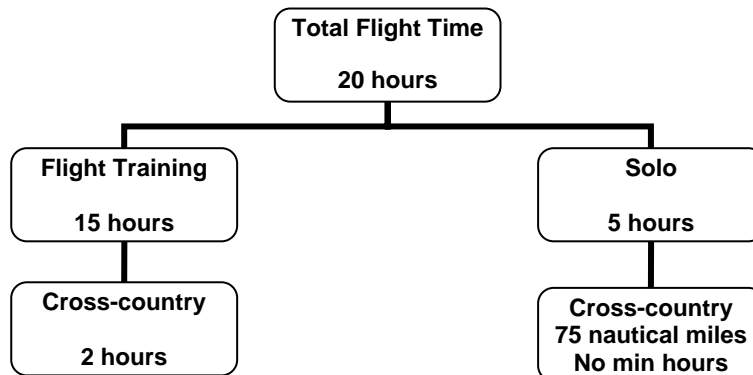
Private Pilot Certification, Part 141



Private Pilot Certification, Part 61



Sport Pilot Certification, Part 61



All times listed above are the minimum requirements for that flight training category. A combination of *Solo* and *Flight Training* can be used to satisfy the minimum *Total Flight Time*.

Flight Training (often called “dual”) means time spent receiving flight instruction from an authorized instructor.

RECOMMENDED FLIGHT TIMES

- By equaling or exceeding the times in each category listed in the following tables, you are assured that you have met the minimum flight time requirements for your course.

Appendix D

Private Pilot (Part 141)

STAGE 1 (PRIVATE PILOT, Part 141)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
1	1	0.8	0.8						
	2	0.8	0.8						
	3	1.0	1.0						
2	1	1.2	1.2						
	2	1.0	1.0						
	3	1.1	1.1						0.3
	4 <i>Prog</i> √	0.8	0.8						
3	1	1.0	1.0						
	2	1.0	1.0						
	3	1.2	1.2						
4	1	1.2	1.2						0.3
	2	1.2	1.2						
	3	1.2	1.2						0.3
5	1 <i>Prog</i> √	1.0	1.0						0.1
	2	1.0	0.5	0.5					
	3	1.0	0.5	0.5					
Stage		16.5	15.5	1.0					1.0
Total		16.5	15.5	1.0					1.0

STAGE 2 (PRIVATE PILOT, Part 141)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
6	1	0.8		0.8					
	2	1.0	1.0						
	3	1.0	1.0						0.5
	4	0.8		0.8					
7	1	1.4	1.4		1.4				
	2	1.6	1.6		1.6				
	3 <i>Prog</i> √	1.3	1.3						
	4	1.3		1.3		1.3			
8	1	1.2	1.2				1.2	6	0.2
	2	1.8	1.8		1.8		1.8	4	0.3
9	1	1.0	1.0						0.4
	2	1.3		1.3		1.3			
	3	1.3		1.3		1.3			
	4	1.0		1.0					
Stage		16.8	10.3	6.5	4.8	3.9	3.0	10	1.4
Total		33.3	25.8	7.5	4.8	3.9	3.0	10	2.4

STAGE 3 (PRIVATE PILOT, Part 141)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
10	1	1.5	1.5						0.3
	2 <i>Prog</i> √	1.5	1.5						0.3
Stage		3.0	3.0						0.6

COURSE TOTALS (PRIVATE PILOT, Part 141)

Total		36.3	28.8	7.5	4.8	3.9	3.0	10	3.0
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Private Pilot (Part 61)

STAGE 1 (PRIVATE PILOT, Part 61)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
1	1	1.0	1.0						
	2	1.0	1.0						
	3	1.0	1.0						
2	1	1.2	1.2						
	2	1.2	1.2						
	3	1.3	1.3						0.3
	4 <i>Prog</i> ✓	1.0	1.0						
3	1	1.0	1.0						
	2	1.0	1.0						
	3	1.2	1.2						
4	1	1.2	1.2						0.3
	2	1.2	1.2						
	3	1.2	1.2						0.3
5	1 <i>Prog</i> ✓	1.2	1.2						0.1
	2	1.0	0.5	0.5					
	3	1.0	0.5	0.5					
	Stage	17.7	16.7	1.0					1.0
Total		17.7	16.7	1.0					1.0

STAGE 2 (PRIVATE PILOT, Part 61)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
6	1	1.1		1.1					
	2	1.0	1.0						
	3	1.0	1.0						0.5
	4	1.2		1.2					
7	1	1.5	1.5		1.5				
	2	1.8	1.8		1.8				
	3 <i>Prog</i> ✓	1.3	1.3						
	4	1.6		1.6		1.6			
8	1	1.2	1.2				1.2	6	0.2
	2	1.8	1.8		1.8		1.8	4	0.3
9	1	1.0	1.0						0.4
	2	2.0		2.0		2.0			
	3	2.0		2.0		2.0			
	4	1.2		1.2					
Stage		19.7	10.6	9.1	5.1	5.6	3.0	10	1.4
Total		37.4	27.3	10.1	5.1	5.6	3.0	10	2.4

STAGE 3 (PRIVATE PILOT, Part 61)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
10	1	1.5	1.5						0.3
	2 <i>Prog</i> ✓	1.5	1.5						0.3
Stage		3.0	3.0						0.6

COURSE TOTALS (PRIVATE PILOT, Part 61)

Total		40.4	30.3	10.1	5.1	5.6	3.0	10	3.0
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Appendix D

Sport Pilot (Part 61)

STAGE 1 (SPORT PILOT, Part 61)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
1	1	0.8	0.8						
	2	0.8	0.8						
	3	1.0	1.0						
2	1	1.0	1.0						
	2	1.2	1.2						
	3	1.2	1.2						0.3
	4 <i>Prog</i> ✓	1.0	1.0						
3	1	1.0	1.0						
	2	1.0	1.0						
	3	1.2	1.2						
4	1	1.2	1.2						0.3
	2	1.2	1.2						
	3	1.2	1.2						0.3
5	1 <i>Prog</i> ✓	1.0	1.0						0.1
	2	1.0	0.5	0.5					
	3	1.0	0.5	0.5					
	Stage		16.8	15.8	1.0	0	0	0	1.0
Total		16.8	15.8	1.0	0	0	0	1.0	

STAGE 2 (SPORT PILOT, Part 61)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
6	1	1.2		1.2					
	2	1.0	1.0						
	3	1.0	1.0						0.5
	4	1.2		1.2					
7	1	1.3	1.3		1.3				
	2	1.5	1.5		1.5				
	3 <i>Prog</i> ✓	1.3	1.3						
	4	1.6		1.6		1.6			
Stage		10.1	6.6	4.0	2.8	1.6	0	0	0.5
Total		26.9	22.4	5.0	2.8	1.6	0	0	1.5

STAGE 3 (SPORT PILOT, Part 61)

Phase #	Scenario #	Total Time	Flight Training	Solo	Flight Training XC	Solo XC	Flight Training Night	Night Landings	Flight Training Instrument
10	1	1.5	1.5						
	2 <i>Prog</i> ✓	1.5	1.5						
Stage		3.0	3.0	0	0	0	0	0	0

COURSE TOTALS (SPORT PILOT, Part 61)

Total		29.9	25.4	5.0	2.8	1.6	0	0	1.5
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Presolo Written Test Questions

A. Written quiz

1. V speeds and their definitions
2. Aircraft emergency procedures

B. Take-home test

1. Aircraft limitations
2. Aircraft operation and maintenance
3. FARs
 - a. Eligibility requirements for student pilots (61.83)
 - b. Solo flight requirements for student pilots (61.87)
 - c. General limitations (61.89)
 - d. Responsibility and authority of the pilot in command (91.3)
 - e. Careless or reckless operation (91.13)
 - f. Dropping objects (91.15)
 - g. Alcohol or drugs (91.17)
 - h. Portable electronic devices (91.21)
 - i. Preflight action (91.103)
 - j. Use of safety belts, shoulder harnesses and child restraint systems (91.107)
 - k. Right-of-way rules (91.113)
 - l. Minimum safe altitudes (91.119)
 - m. Altimeter settings (91.121)
 - n. Compliance with ATC clearances and instructions (91.123)
 - o. ATC light signals (91.125)
 - p. Operating on or in the vicinity of an airport in Class G airspace (91.126)
 - q. Operating on or in the vicinity of an airport in Class E airspace (91.127)
 - r. Operations in Class D airspace (91.129)
 - s. Operations in Class C airspace (91.130), as necessary
 - t. Operations in Class B airspace (91.131), as necessary
 - u. Restricted and prohibited areas (91.133)
 - v. Fuel requirements for flight in VFR conditions (91.151)
 - w. Basic VFR weather minimums (91.155)
 - x. Civil aircraft: Certifications required (91.203)
 - y. Aircraft lights (91.209)
 - z. Aerobatic flight (91.303)
4. Aeronautical Information Manual
 - a. Wake turbulence
 - b. Radio failure procedures
 - c. Airport markings
 - d. Traffic pattern
 1. Pattern legs
 2. Entry and departure
 3. Standard turns
5. Local procedures
 - a. Frequencies
 1. Airports
 2. Emergency
 - b. Airport procedures
 1. Traffic pattern directions and altitudes
 2. Noise abatement
 3. Particular flight school procedures (as applicable)

Appendix E

Presolo Written Test Questions

The instructor may modify the quiz and test as desired for the local training environment.

FAR Part 61.87 Solo flight requirements for student pilots:

Aeronautical knowledge. A student pilot must demonstrate satisfactory aeronautical knowledge on a knowledge test that meets the requirements of this paragraph:

- (1) The test must address the student pilot's knowledge of—
 - (i) Applicable sections of parts 61 and 91 of this chapter;
 - (ii) Airspace rules and procedures for the airport where the solo flight will be performed, and
 - (iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
- (2) The student's authorized instructor must—
 - (i) Administer the test; and
 - (ii) At the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight.

Written Quiz

Instructions: Answer each question in the space provided.

1. Define *and* list the following speeds for your aircraft:

V_S -

V_{SO} -

V_X -

V_Y -

V_A -

V_{FE} -

V_{NO} -

V_{NE} -

2. What is the airplane's best glide speed? When is it used?

3. List the procedure to respond to an in-flight engine failure.

4. List the procedure to respond to an engine fire on the ground while starting.

5. List the procedure for loss of communication radio when arriving at an airport with an operating control tower.

Presolo Written Test Questions

Take-Home Test

Instructions: Answer each question in the space provided, using the FARs, the AIM, the *Airport/Facility Directory*, and the *Pilot's Operating Handbook*. Use the space to the left of the question number to list the reference for each question.

1. What is the maximum gross weight of the airplane in the Normal category?

2. If a glider is converging with an airplane, which has the right of way?

3. What are the limit load factors in both the Normal and Utility categories with the flaps up? Flaps down?

4. What preflight action is required of a pilot prior to a flight?

5. What is the maximum rpm of your airplane?

6. Define an aerobatic maneuver.

7. Generally describe the engine in your airplane.

8. List the definition of careless or reckless operation.

9. What is the oil sump capacity in your airplane? What is the minimum?

10. What is the minimum amount of time after the consumption of alcohol a pilot is required to wait before flying?

11. What would happen to the fuel indicators if all electricity in the airplane was lost?

12. What are the basic VFR weather minimums? What is the minimum visibility for a student pilot?

Appendix E

Presolo Written Test Questions

13. Why is it necessary to drain fuel out of the sumps after refueling and before the first flight of the day?

14. List and describe each of the light gun signals available from air traffic control.

15. Will the engine still run if the master switch is turned off? Why?

16. What are wing-tip vortices (wake turbulence)? With which aircraft are they greatest? Describe proper avoidance.

17. What endorsements are required for solo flight? What three documents must you have in your possession to solo an aircraft as a student?

18. During runup, what is the maximum allowable rpm drop when checking the magnetos?

19. Draw an airport traffic pattern, labeling each leg and the proper entry and departure points. Which turn direction is standard for an airport traffic pattern?

20. List the traffic pattern altitude, direction of turns, noise abatement procedures, and all radio frequencies for the following local area airports (_____) and their runways.

21. What is the fuel capacity? How much is usable?

Presolo Written Test Questions

22. What is the authority and responsibility of the pilot in command?
23. When are you required to wear a safety belt?
24. When are you permitted to deviate from an ATC instruction?
25. What grade(s) of aviation fuel is/are available for use? What color is each?
26. When an aircraft is approaching another head-on, each pilot should alter their course to the _____.
27. A(n) _____ on the runway indicates that the runway is closed.
28. Draw the pavement marking requiring you to stop before entering a runway.
29. When is dropping objects from an airplane permitted?
30. The _____ of two aircraft on approach to the same runway has the right of way.
31. What must a pilot do before entering Class D airspace?
32. What is the minimum safe altitude anywhere? Over congested areas?
33. List the day-VFR weather minimums in Class G, E, and D airspace.
34. List the documents that must be aboard the airplane at all times.
35. When must the airplane's navigation lights be on?
36. Can a student pilot fly into Class B airspace? If so, what is required?
37. What is the minimum reserve fuel required for day VFR operations?

Appendix E

Presolo Written Test Questions

Instructor Notes: