Training Events Workbook

Private Pilot

PRIVATE PILOT

Stage 1: Fundamentals
Taxi, Run-up, Normal/Crosswind Takeoffs, Climbs, Straight & Level, Turns, Descents, and Airspeed Control

Stage 2: Presolo Preparation
Slow Flight, Stalls, Ground Reference Maneuvers, Airport Traffic Patterns, Go-Arounds, Slips, and Emergency Procedures

Stage 3: Solo Flight Operations
Initial Solo Flight and Cross Country Solo Flights

Stage 4: Cross Country, Simulated Instrument, Night Flying, & Performance Maneuvers
Steep Turns, Short & Soft-field Procedures, Cross Country, Night Flying, Simulated Instrument, and Performance Maneuvers

Stage 5: Checkride Preparation
Proficiency in all maneuvers for the Practical Test

STAGE 1
Fundamentals

FUNDAMENTALS

- ✓ Taxi
- ✓ Run-up
- ✓ Normal/Crosswind Takeoffs
- ✓ Climbs
- ✓ Straight & Level
- ✓ Turns
- ✓ Descents
- ✓ Airspeed Control

STAGE 1

SIM: 5 hours (Day VFR, Wind Calm)

2 hours Dual FMX

- ➢ Paris, France (LFPG)
- ➢ San Marcos, TX (KHYI)

3 hours Solo FMX

- ➢ Agra, India (VIAG)
- ➢ San Marcos, TX (KHYI)

FLIGHT: 1 hour Dual (Local, Day VFR)

- ➢ San Marcos (KHYI) Practice Area

STAGE CHECK: Sim (Local, Day VFR, Wind Calm)

Altitude +/- 200', Airspeed +/- 20 kts, Heading +/- 20°

- ➢ San Marcos (KHYI) Practice Area

Mission Title: LEARNING THE BASICS

Mission Objectives: Using the airplane checklists and controlling the airplane with visual cues and outside references. Introduction of how pitch and power affects airspeed.

Mission Description: With the help of the sim, you'll gain an understanding of how to use the horizon and outside visual references to maintain a straight and level attitude. When practicing climbs and descents, you'll begin to understand where to place the nose of the airplane and how much blue sky or green grass you want to see out your front window. You'll see how pitch and power affects airspeed. This will also provide you an opportunity to practice checklist usage and trimming the airplane.

Event	Starting Conditions	Event Profile
1	On the ground; engine off	Use the airplane checklist to perform the engine start through pre-takeoff checklist tasks.
2	In flight; 3,000 MSL	Practice flying straight and level and shallow bank turns using only outside references.
3	In flight; 3,000 MSL	Climb at full power with a set nose position on the horizon. Climb to 4,500. What is your airspeed and your rate of climb?
4	In flight; 4,500	Climb at full power with a set nose position above the horizon. Climb to 5,500. What is your airspeed and your rate of climb?
5	In flight; 5,500 MSL	Pull your throttle back ~3000 RPM and hold your nose on the horizon. Descend to 3,500. What is your airspeed and your descent rate?
6	In flight; 3,500 MSL	Pull your throttle back even further and dip your nose below the horizon. Descent to 1,500. What is your airspeed and your descent rate?

Key ATC Communications: N/A

Alternate Scenarios and Emergencies: N/A

Mission Title: BAY TOUR

Mission Objectives: Basic VFR flight, cockpit procedures, flying by outside visual references, introduction to complex airspace

Mission Description: Use the SFO terminal area chart and fly from SFO to the Oakland Coliseum, then to the Golden Gate Bridge and back to SFO. To keep the airspace less confusing, Norcal approach has approved you for this "Bay Tour" as long as you stay below 2,000 MSL. Depart SFO on RWY 1L, climb to 1800 and fly to the Oakland Coliseum (approximate heading 030). After flying over the Coliseum, fly to the Golden Gate Bridge (approximate heading 290). After the bridge fly an approximate heading of 175 towards SFO.

While SFO is certainly complex airspace, the main objective of this sim mission is to let you have some fun flying with visual references. Practice and rehearse basic radio calls. Your instructor may even call out "traffic" for practice and familiarization with terminology and scanning for traffic.

Departure	Depart RWY 1L and level off at 1800. ATC will ask you to stay below 2,000 ft. for this flight.
Enroute/Practice Area	Navigate by looking outside and using your chart for reference, fly to the coliseum and then to the golden gate bridge.
Return	Head back to SFO for landing. If the practice is needed, try taxiing to a specified ramp for parking and practice ground communications.

Key ATC Communications:
From Norcal Approach – "*Redbird 123 leaving bravo airspace in 2 miles, once outside the bravo remain clear of the bravo. Contact Norcal approach on 127.0."*
"Use caution, multiple targets in the vicinity of the Golden Gate Bridge."

Alternate Scenarios and Emergencies: Aborted takeoff, flight into IMC (fog over the Golden Gate Bridge)

STAGE 1

1) Do a Weight & Balance with you, a 200 lb. passenger and 350 lbs. of baggage. How many hours of fuel can you carry? Where is the C.G.?

2) You are taking off at max gross weight from Flagstaff, AZ (KFLG) and ATIS is reporting: 10SM CLR 27/05 A3027. What is your approximate takeoff distance? What will be your climb rate?

3) You are climbing out towards rising terrain & hear the stall warning horn. What should you do?

4) What causes a stall? What factors affect the stall speed? How can you avoid a spin?

5) In the event of a power loss, how can you maximize your gliding distance? How far can you glide from 1,000' AGL?

6) You are cruising & run into a patch of moderate turbulence. What should you do?

7) What information must you be familiar with before flight?

8) You are entering the traffic pattern at Lockhart (50R) on the midfield downwind & see another aircraft climbing & turning from crosswind to downwind. What should you do?

9) What is a safe altitude to practice stalls over Canyon Lake, TX? Explain how to avoid other traffic.

10) You're holding short of runway 13 and a private jet lands on the runway, touching down on the 1,000' markers. As it clears the runway, tower clears you for takeoff. How should you adjust your takeoff profile?

11) What factors will affect your aircraft's takeoff and climb performance?

STAGE CHECK 1 – SIMULATOR

PHASE 1	PRIVATE PILOT AIRPLANE
STAGE 1	**FUNDAMENTALS**
Prereq.	You must have successfully practiced and been introduced to all tasks for this stage (lesson 1-3). You must demonstrate proficiency on tasks lists below prior to your Stage 1 Check.
Objective	Demonstrate proficiency in basic flight tasks by visual reference.
Scenario	In the simulator, you will perform a short flight in the local area. Prior to the evaluation, you will calculate weight and balance for yourself and the evaluator in an assigned aircraft. Obtain weather information for the day of the stage check.

GROUND EVALUATION [:45 MINUTES]

Completion Standards: Demonstrates satisfactory knowledge and basic understanding of the topics and tasks listed below. (S=satisfactory; U=unsatisfactory)

S	U	Preflight Planning	S	U	Special Emphasis Areas
		Obtaining Weather Information			PAVE/IMSAFE Checklists (ADM)
		Computing Weight & Balance			Runway Incursion Avoidance
		Familiarity with Local Airspace			Collision Avoidance
		Familiarity with Aeronautical Chart			

AATD EVALUATION [:45 MINUTES]

Completion Standards: Maintain altitude within 200 feet, airspeed within 20 knots and heading within 20 degrees, with minimal assistance from the evaluator. (S=satisfactory; U=unsatisfactory)

S	U	General	S	U	Area of Operations
		Use of Checklists			Straight & Level Flight
		Engine Starting			Change of Airspeed
					Slow Flight
S	**U**	**Navigation**			Turnings to Headings
		Basic Pilotage			Climbs & Descents
		Program & Navigate “Direct To” an Airport			Turning Climbs & Descents

STAGE 2
Presolo Preparation

PRESOLO PREPARATION

- ✓ Slow Flight
- ✓ Power-off Stalls
- ✓ Power-on Stalls
- ✓ S-Turns
- ✓ Turns around a Point
- ✓ Rectangular Courses
- ✓ Traffic Patterns
- ✓ Go-Arounds
- ✓ Normal/Crosswind Landings
- ✓ Emergency Procedures/ Landings

STAGE 2

SIM: 11 hours (Day VFR, 10 kts wind- 5 x-wind)

5 hours Dual FMX

- ➢ San Marcos, TX (KHYI)
- ➢ Lockhart, TX (50R)

5 hours Solo FMX

- ➢ San Marcos, TX (KHYI)
- ➢ Lockhart, TX (50R)

1 hour Solo X-wind

- ➢ Crosswind 5 knots

FLIGHT: 10 hours Dual (Local, Day VFR)

- ➢ San Marcos (KHYI) Practice Area

STAGE CHECK: Flight (Pattern, Day VFR)

ACS: Traffic Patterns, Landings & Go-Arounds

- ➢ San Marcos (KHYI) Practice Area

Mission Title: TRAFFIC PATTERN ENTRIES

Mission Objectives: Pilotage, traffic pattern entry, non-towered airport operations, radio communications

Mission Description:

Starting Conditions	Event Profile
In-flight at various altitudes and distances near your home airport if uncontrolled or a nearby uncontrolled airport.	With simulation paused, try to figure out how you would enter the pattern for a normal landing. Your instructor will un-pause the simulation and you'll enter the pattern as you planned. As soon as you turn downwind, your instructor will pause and relocate the simulator to a different location near the same airport and you'll need to enter the pattern again. Repeat until you're feeling comfortable with entering the pattern from many different locations, headings, and wind conditions.

Key ATC Communications: Practice non-towered radio communications.

Alternate Scenarios and Emergencies: Engine failure away from the airport, engine failure on downwind

Mission Title: TRAFFIC PATTERN PRACTICE

Mission Objectives: Flying accurate traffic patterns

Mission Description: You'll use the simulator to practice landing procedures, including power settings, sight pictures, and adjusting for different wind conditions. Try flying left and right patterns for several different runways. Since the key to a great landing is a great approach, don't try to land, instead focus on setting up the approach. Perform a go-around at 50 AGL on each approach and re-enter the pattern.

Event	**Starting Conditions**	**Event Profile** (for each runway)
1	Ready for Takeoff	Takeoff and enter left traffic. Fly an approach to a normal landing. Start a go-around at 50 feet AGL and enter left traffic. Repeat as required with different wind conditions.
2	Ready for Takeoff	Takeoff and enter right traffic. Fly an approach to a normal landing. Start a go-around at 50 feet AGL and enter right traffic. Repeat as required with different wind conditions.
3	On 45º Entry to Left Downwind	Enter left traffic on the downwind. Fly an approach to a normal landing. Start a go-around at 50 feet AGL and depart the area. Repeat as required with different wind conditions.
4	On 45º Entry to Right Downwind	Enter right traffic on the downwind. Fly an approach to a normal landing. Start a go-around at 50 feet AGL and depart the area. Repeat as required with different wind conditions.

Key ATC Communications: Simulate radio communications at your home airport (towered or non-towered).

Alternate Scenarios and Emergencies: N/A

STAGE 2

1) What must you carry with you when you're flying? What must be on board the aircraft?

2) What Class Medical Certificate do you have? What is BasicMed? What privileges does it grant you? When does it expire? What if you break your wrist?

3) You received your Pilot Certificate 26 months ago and haven't flown since. What must you do to act as PIC? What must you do to carry passengers?

4) You received your Pilot Certificate yesterday and your friends want to go flying at night. What must you have done? What if one of your friends is drunk?

5) You are renting a 1978 Skyhawk. How can you ensure it is airworthy? How can you ensure AD's were complied with?

6) You just purchased an airplane with inoperative equipment. How can you ensure it has operative required equipment? How can you legally fly it to the maintenance shop if it does not meet all the requirements?

7) You land in Llano, TX with two passengers and an FAA Inspector approaches you for a ramp check. What should you do?

8) Explain what time you are required to log in your logbook. How should AATD time be logged?

9) You are a current private pilot and your friend wants you to fly him to Las Vegas, NV and offers to pay to fuel. Can you accept?

10) You travel for business and your company owns a plane. Can they pay you and pay for operating costs for business flights?

11) You are flying from Austin (KAUS) to Gillespie Co. (T82) and winds are light out of the south. Explain how you should enter the traffic pattern; what radio calls you should make?

STAGE CHECK 2 – AIRPLANE

PHASE 1	PRIVATE PILOT AIRPLANE
STAGE 2	**PRE-SOLO PREPARATION**
Prereq.	You must have successfully practiced and been introduced to all tasks for this stage (lesson 4-9). You must demonstrate proficiency on tasks lists below prior to your Stage 2 Check.
Objective	Demonstrate proficiency and competency as pilot in command to successfully fly solo.
Scenario	You will perform a flight from your home airport to an appropriate practice area and return. Prior to the evaluation, you will calculate weight and balance for yourself and the evaluator in an assigned aircraft. Obtain weather information for the day of the stage check.

GROUND EVALUATION [:45 MINUTES]

Completion Standards: Demonstrates satisfactory knowledge and basic understanding of the topics and tasks listed below. (S=satisfactory; U=unsatisfactory)

S	U	Preflight Planning	S	U	Special Emphasis Areas
		Obtaining Weather Information			PAVE/IMSAFE Checklists (ADM)
		Obtain NOTAMs/TFRs			Runway Signage
		Computing Weight & Balance			Runway Incursion Avoidance
		Familiarity with Local Airspace			Collision Avoidance
					General understanding of power plant operation
					Discuss in flight emergency scenarios

(Airplane evaluation continues on next page).

AIRPLANE EVALUATION [1H45]					
Completion Standards: Maintain altitude within 150 feet, airspeed within 10 knots, heading within 10 degrees, and complete stable approaches and safe landings with minimal assistance from the evaluator. (S=satisfactory; U=unsatisfactory)					
S	**U**	**General**	**S**	**U**	**Area of Operations**
		Use of Checklists			Traffic Pattern Ops., Entry, & Departure
		Engine Starting			Normal Takeoff
		Collision Avoidance			Normal Landing
S	**U**	**Navigation**			Slips
		Basic Pilotage			Go-Around
		Program & Navigate “Direct To” an Airport			Slow Flight
		Lost Procedures			Power-On Stall
					Power-Off Stall
					Ground Reference Maneuver(s)
					Emergency procedures & equipment malfunctions
					Emergency Descent
					Emergency Approach and Landing

STAGE 3
Solo Flights

3-A: INITIAL SOLO FLIGHT

✓Initial Solo: 3 Stop-&-go/Full-stop Landings (KHYI)

SIM: 5 hours (Day VFR, 15 kts wind- 7 x-wind)

4 hours Solo FMX

- San Marcos, TX (KHYI) Traffic Pattern
- Lockhart (50R) Traffic Pattern

1 hour Solo X-wind Sim

- Crosswind 5 kts
- Crosswind 10 kts with 3 kts Gust

FLIGHT: 1 hour Solo (Pattern, Day VFR, 3 Landings)

➢San Marcos (KHYI) Traffic Pattern

STAGE CHECK: Sim (X-wind simulator, crosswind 15 kts)

3 Crosswind Landings with a Score ≥800

3-B: SOLO X-COUNTRY

***(This lesson and additional solo flights will take place <u>after</u> Stage Check 4 is complete.)**

- ✓ Solo X-Country: 150 nm Total (≥50 nm Leg), 3 Points of Landing

SIM: 3 hours (Day VFR, 15 kts wind- 7 x-wind)

<u>3 hours Solo FMX</u>

- ➢ Practice “Solo X-country Route”

FLIGHT: *5 hours Solo (X-country, Day VFR)

- ➢ Burnet (KBMQ) & Kerrville (KERV), or
- ➢ Llano (KAQO) & Gillespie (T82), or
- ➢ Victoria (KVCT) & Lockhart (50R)

*10 hours solo required for training under Part 61

Mission Title: PRACTICING FOR “WHAT IF”

Mission Objectives: Emergency procedures

Mission Description: Your first few takeoffs won’t go so well, since your instructor will fail the engine at different points during and right after takeoff. It’s your job to get the plane to a safe stop on the ground. Once you’re comfortable with engine failures during takeoff, your instructor will relocate you to the practice area at 5,500 MSL. In the practice area, you will work on emergency procedures at altitude, pitching for the best glide airspeed, selecting a good forced landing location, and emergency communications. You’ll repeat this several times.

Departure	Perform several takeoffs with engine failures happening at various times during the takeoff roll, right after rotation, and when you’re still climbing on upwind.
Enroute/Practice Area	Introduce, demonstrate, and practice pitching for best glide. Practice an emergency approach and landing, addressing full and partial power loss in flight. Repeat several times until you feel comfortable with emergency procedures.
Return	As you fly back to your home airport, practice unusual attitudes. Practice entering the traffic pattern and landing at your destination airport.

Key ATC Communications: As needed.

Alternate Scenarios and Emergencies: N/A (to avoid overloading the lesson)

STAGE 3

1) What documents must you take with you when you fly solo? If you receive a solo endorsement today, on what date does it expire?

2) What should you do if you are solo in the pattern and tower tells you “cleared touch-and-go runway 13”? What should you do if you are solo in the traffic pattern & tower tells you “make short approach runway 13”? “Cleared to land 13, I’ll call your go”?

3) What is the max surface wind, crosswind component & gust factor for solo flights? What is the lowest permissible ceiling & visibility for solo cross-country flights?

4) What should you do if you turn base at a non-towered airport and see another aircraft on final?

5) You are fast and high on final, what should you do? You are low and slow on final, what should you do?

6) What should you do if you are 10’ above the runway & the stall warning horn sounds? What should you do if you rotate and the stall warning horn sounds?

7) You are on upwind and notice the engine temp is higher than normal, what should you do? What should you do if you are on upwind at 400’ AGL and the engine fails?

8) How should you enter the pattern for runway 18 at Lockhart (50R) if you are inbound from the west? What radio calls should you make?

9) If you are maneuvering East of Lockhart (50R), who can you call for radar services? What should you say?

10) If you are cruising at 5,500’ over Canyon Lake & have an engine failure, about how far can you glide if the winds are light from the north? What should you do?

STAGE 4

Cross Country, Simulated Instrument, Night Flying, & Performance Maneuvers

4-A: CROSS COUNTRY, SIMULATED INSTRUMENT NIGHT FLYING

- ✓ Pilotage & Dead Reckoning
- ✓ Dual Day X-country
- ✓ Dual Night X-country (100 nm Total)
- ✓ 10 Night Takeoffs & Landings (Full-stop/Stop-&-go)
- ✓ Simulated Instrument Flight & Navigation

SIM: 10 hours (Day/Night VFR/MVFR, 15 kts wind- 7 x-wind)

5 hours Dual FMX

- ➢ San Marcos (KHYI) Local Simulated Instrument
- ➢ San Antonio (KSAT) to Austin (KAUS)
- ➢ Fayetteville (3T5) to Carter (T91) to Dreyer (T20)

5 hours Solo FMX

- ➢ Burnet (KBMQ) & Kerrville (KERV)
- ➢ Llano (KAQO) & Gillespie (T82)
- ➢ Victoria (KVCT) & Lockhart (50R)

FLIGHT: 5 hours Dual (X-country, 2 hours Simulated Instrument)

- ➢ Practice “Solo X-country Route” (Day)
- ➢ Burnet (KBMQ) to Austin (KAUS)- 10 Landings (Night), or
- ➢ Gillespie (T82) to San Antonio (KSAT)- 10 Landings (Night)

4-B: PERFORMANCE MANEUVERS

- ✓ Steep Turns
- ✓ Short-field Takeoffs & Landings
- ✓ Short-field Takeoffs & Landings

SIM: 5 hours (Day VFR, wind variable)

2 hours Dual FMX

- ➢ Rainey Pass, AK (6AK) Soft-field Takeoff & Landing
- ➢ San Diego, CA (KSAN) Short-field Carrier Landing

3 hours Solo FMX

- ➢ Spicewood, TX (88R)

FLIGHT: 10 hours Dual (Local & Pattern, Day VFR)

- ➢ San Marcos (KHYI) Local & Traffic Pattern
- ➢ Spicewood (88R) & Lakeway (3R9)
- ➢ Bourne (5C1) & Bulverde (1T8)
- ➢ Carter (T91) & Dreyer (T20)

STAGE CHECK: Sim (Local, Day VFR, wind 15 kts)

ACS: Slow Flight, Power-on & Power-off Stalls, Steep Turns, Short-field Takeoffs & Landings, Short-field Takeoffs & Landings & Emergency Procedures

- ➢ San Marcos (KHYI) Practice Areas

Mission Title: BLACK HOLE APPROACH

Mission Objectives: Learning the differences between flying at night and flying during the day.

Mission Description: A long straight-in approach at night over featureless terrain is a well-proven prescription for controlled flight into terrain. This situation a called a “black hole approach” and one airport that is well known for this is Charleston Executive Airport (KJZI) where the final approach course to runway 9 passes over miles and miles of swamp and river. You will fly a 6 mile straight-in visual approach at night landing on this infamous runway. Be sure to pay attention to the approach lights. This is a non-towered airport and you will be able to practice your non-towered radio communications. You instructor can set you up on the landing.

Departure	For this mission, your instructor will set you on a 6-mile final approach to KJZI.
Enroute/Practice Area	Practice a nice stable approach to land. Practice your radio nontowered communications.

Key ATC Communications: Nontowered airport communications

Alternate Scenarios and Emergencies: A go-around during the flare to landing.

STAGE 4

1) Plan a Cross Country from San Marcos (KHYI) to La Porte (T41). What airspace will you be flying through? What equipment is required for the flight?

2) Plan a Cross Country from Charlevoix, MI (KCVX) to Pickett Grooms, MI (6Y9). What equipment is required for the flight? What's the worst weather you could takeoff & land in?

3) On a standard day, what is your ground roll distance at Pickett Grooms (6Y9)? Explain your takeoff & landing procedures.

4) Plan a Cross Country from Truth or Consequences, NM (KTCS) to Alamogordo- White Sands Regional, NM (KALM). Who should you contact for Flight Following along your flight?

5) Plan a Cross Country from Tuba City, AZ (T03) to McCarran International, NV (KLAS) at night. Over Boulder City, you have an electric failure. What should you do?

6) Explain how to plan visual waypoints for a night cross country. What kind of airport lighting system exits at San Marcos and how is it operated? What color are the runway and taxiway lights?

7) Plan a flight from Aransas County (KRKP) to Palacios (KPSX). The weather is reporting 3SM BR BKN022 28/26 A2989. Can you fly?

8) What maneuvers are approved for your aircraft loaded in the normal category? What are the limitations?

9) Check winds and temps aloft. Where is the freezing level? What conditions cause aircraft icing? What equipment do you have and what should you do if you encounter ice?

10) You are cruising over Raton, NM (KRTN) at 11,500' and start to feel dizzy. What should you do?

11) You are departing Catalina, CA (KAVX). After rotating 1,300' down the runway, the engine starts sputtering. What should you do?

STAGE CHECK 4– AIRPLANE

PHASE 1	PRIVATE PILOT AIRPLANE
STAGE 4	**CROSS COUNTRY AND ADVANCED MANEUVERS**
Prereq.	You must demonstrate proficiency on all Stage 3 tasks in an AATD or airplane prior to the Stage 3 Check.
Objective	You will demonstrate proficiency in all flight tasks learned to date, with emphasis on cross-country flying and night operations.
Scenario	You will perform a flight from your home airport to an appropriate practice area and return. Prior to the evaluation, you will calculate weight and balance for yourself and the evaluator in an assigned aircraft. Obtain weather information for the day of the stage check.

GROUND EVALUATION [1 HOUR]

Completion Standards: Demonstrates satisfactory knowledge and basic understanding of the topics and tasks listed below. (S=satisfactory; U=unsatisfactory)

S	U	Preflight Planning	S	U	Special Emphasis Areas
		Obtaining Weather Information			PAVE/IMSAFE Checklists (ADM)
		Obtain NOTAMs/TFRs			Runway Signage
		Computing Weight & Balance			Runway Incursion Avoidance
		Familiarity with Local Airspace			Collision Avoidance
S	**U**	**Cross-Country Planning**			Hazards: Collisions / CFIT / Wake Turb.
		Calculations: Headings / Times / Fuel			Discuss in flight emergency scenarios
		En Route Checkpoints / Hazards	**S**	**U**	**Operations of Systems**
		NOTAMs / TFRs			Primary Flight Controls / Trim
		Resources: Aeronautical Chart			Powerplant / Propeller
		Resources: Airport / Facility Directory			Electrical / Avionics
		Resources: Flight Service / Flight Watch			Pitot-Static / Vacuum
S	**U**	**National Airspace System**			
		Class C, Class D, Class E			
S	**U**	**Aeromedical Factors**			Hypoxia / CO Poisoning / Hyperventilation
		Night Preparation			Stress / Fatigue / Dehydration
		Spatial Disorientation			Alcohol / Drugs / Medication

AIRPLANE EVALUATION [1H45]

Completion Standards: You will successfully complete this stage check when you can maintain altitude within 100 feet, airspeed within 10 knots, heading with 10 degrees, and make takeoffs and landings and navigate with minimal assistance from your evaluator. (S=satisfactory; U=unsatisfactory)

S	U	General	S	U	Area of Operations
		Use of Checklists			Slow Flight
		Engine Starting			Power On Stall
		Collision Avoidance			Power Off Stall
		Parking & Securing			Ground Reference Maneuver(s)
S	**U**	**Navigation**			Emergency Descent
		Pilotage and Dead Reckoning			Emergency Approach and Landing
		Program & Navigate "Direct To" an Airport (GPS and/or VOR)			Emergency procedures & equipment malfunctions
		Lost Procedures	**S**	**U**	**Single Pilot Resource Management**
S	**U**	**Takeoffs, Landings & Go-Arounds**			Decision Making
		Normal & Cross Wind Takeoffs			Situational Awareness
		Normal & Cross Wind Landings			Resource Management
		Go-Around			Task Management
S	**U**	**Airport Operations**			Automation Management
		Communications (& Light Gun)			
		Traffic Pattern Operations			

STAGE 5
Checkride Preparation

CHECKRIDE PREPARATION

- ✓ Navigation
- ✓ Steep Turns
- ✓ Slow Flight & Stalls
- ✓ Basic Instrument Maneuvers & Unusual Attitudes
- ✓ Emergency Procedures
- ✓ Ground Reference Maneuvers
- ✓ Short-field Takeoff & Landing
- ✓ Soft-field Takeoff & Landing

STAGE 5

SIM: As much dual or solo time needed.

FLIGHT: 5 hours Dual (Local, 1 hour Simulated Instrument)

1 hour Dual Simulated Instrument

- ➢ Unusual Attitude Recovery

4 hours Dual Checkride Profile

- ➢ San Marcos (KHYI) Practice Areas

STAGE CHECK: Flight (Local, Day VFR- Start X-country)

ACS: All Areas of Operation

- ➢ San Marcos (KHYI) - Start Preplanned X-country & Divert to Practice Area

Mission Title: A DAY TRIP FOR MARYLAND CRAB CAKES

Mission Objectives: Operating through special use airspace, diversions, radio communications, and airport operations

Mission Description: You will plan and fly a cross country from Frederick, MD to Cambridge, MD. You will need to file an SFRA flight plan for both legs of your trip. You will also want to rent a car or get a courtesy car to go to your favorite seafood restaurant.

Departure	Depart FDK at your planned altitude. Follow procedures for flying through the Washington DC SFRA.
Enroute/Practice Area	Winds are favoring a landing on RWY 16 at CGE. What happens if you need to perform a go-around?
Return	Fuel was not available at CGE and you need to get fuel for the return trip. What is your plan for fueling?

Key ATC Communications: Follow ATC communications for entering and exiting the SFRA.

Alternate Scenarios and Emergencies: You can't hear a reply from Potomac Approach when trying to enter the SFRA. [Did you turn down your radio?]

STAGE 5

1) Plan a day VFR cross country using dead reckoning and pilotage (no GPS) to an airport 100nm away. You will demonstrate this on your checkride flight, so use current conditions. Do a weight and balance for you and the examiner.

2) Plan a night VFR cross country & performance calculations to Curtis (KBBD) with the following weather: 10,000' OVC, 10SM, 20° C, standard pressure & light winds out of the south. "Black hole" visual illusion & NOTAM: S 700' RWY CLSD.

3) Explain Advisory Circulars and where to find them.

4) You are flying and encounter inadvertent IMC. What should you do? What should you do if the aircraft enters a spin?

5) Explain the difference between a letter of discontinuance and a letter of disapproval. Can you continue the flight portion of a checkride after failure?

6) If you elect to discontinue a checkride, how long do you have to complete the remaining portions of the checkride?

7) If you pass your checkride today, when do you need a Flight Review?

8) When does your medical certificate expire?

9) You just departed Lakefront, LA (KNEW). Explain how you would join the V198 (HRV to TBD). Over Tibby VOR, you notice the weather is different than forecasted. How can you receive an in-flight weather update?

10) You are at max gross weight at Boulder, CO (KBDU) & AWOS is reporting 00000KT 10SM CLR 23/13 A3003. Calculate takeoff and landing distances and climb performance. What would your rotation speed and landings speeds be? V_X? V_Y?

11) You are landing at Lakeway (3R9) after a total electric failure and you cross the threshold at 100' AGL. What is your ground roll under standard atmospheric conditions?

PHASE 1	PRIVATE PILOT AIRPLANE
STAGE 5	**FINAL STAGE CHECK**
Prereq.	You must demonstrate proficiency in all tasks and meet FAA Part 61/ 141 minimum training requirements prior to the Final Stage Check (Stage 4).
Objective	You will perform all tasks to FAA Practical Test Standards (PTS) and/or Airmen Certification Standards (ACS).
Scenario	You will perform a flight from your home airport to your planned cross-country destination. Calculate weight and balance and performance based on the scenario given by the evaluator. Obtain weather information and calculate performance data for the day of the stage check.

GROUND EVALUATION [2H30]

Completion Standards: Demonstrates satisfactory knowledge and basic understanding of the topics and tasks listed below. (S=satisfactory; U=unsatisfactory)

U	S		U	S	
U	**S**	**Preflight Prep**	**U**	**S**	**Slow Flight and Stalls**
		Pilot Qualifications			Slow Flight
		Weather Information			Power-Off Stalls
		Airworthiness Requirements			Power-On Stalls
		Cross Country Flight Planning			Spin Awareness
		National Airspace System	**U**	**S**	**Performance Maneuvers**
		Performance & Limitations			Steep Turns
		Operation of Systems			Turns Around a Point
		Human Factors			Rectangular Course
U	**S**	**Preflight/Postflight Procedures**			S-Turns
		Preflight Assessment	**U**	**S**	**Basic Instrument Maneuvers**
		Cockpit Management			Straight & Level Flight
		Engine Starting			Constant Arspd. Climbs & Descents
		Taxiing			Turn to Headings
		Before Takeoff Check			Unusual Attitude Recovery
		Parking & Securing	**U**	**S**	**Emergency Operations**
U	**S**	**Takeoffs, Landings & Go-Arounds**			Emergency Descent
		Normal & Cross Wind Takeoffs			Emergency Approach & Landing
		Normal & Cross Wind Landings			Systems & Equipment Malfunction
		Soft-Field Takeoff & Climb			Emergency Eqpmnt. & Survival Gear
		Soft-Field Approach & Landing	**U**	**S**	**Night Operation**
		Short-Field Takeoff & Climb			Night Preparation
		Short-Field Approach & Landing			

		Forward and Side Slips	**U**	**S**	**Resource/Risk Management**
		Go-Arounds			Decision Making
U	**S**	**Airport Operations**			Situational Awareness
		Communications (& Light Gun)			Resource Management
		Traffic Pattern Operations			Task Management
U	**S**	**Navigation**			Automation Management
		Pilotage & Dead Reckoning			
		Nav. Systems & Radar Services			
		Diversion			
		Lost Procedures			

AIRPLANE EVALUATION [2 HOURS]
Completion Standards: You will successfully complete this stage check when you can perform all tasks to the Airmen Certification Standards (ACS) with no assistance from your evaluator. (S=satisfactory; U=unsatisfactory)

U	S	**Preflight Prep**	U	S	**Slow Flight and Stalls**
		Pilot Qualifications			Slow Flight
		Weather Information			Power-Off Stalls
		Airworthiness Requirements			Power-On Stalls
		Cross Country Flight Planning			Spin Awareness
		National Airspace System	**U**	**S**	**Performance Maneuvers**
		Performance & Limitations			Steep Turns
		Operation of Systems			Turns Around a Point
		Human Factors			Rectangular Course
U	**S**	**Preflight/Postflight Procedures**			S-Turns
		Preflight Assessment	**U**	**S**	**Basic Instrument Maneuvers**
		Cockpit Management			Straight & Level Flight
		Engine Starting			Constant Arspd. Climbs & Descents
		Taxiing			Turn to Headings
		Before Takeoff Check			Unusual Attitude Recovery
		Parking & Securing			

U	S	Takeoffs, Landings & Go-Arounds	U	S	Emergency Operations
		Normal & Cross Wind Takeoffs			Emergency Descent
		Normal & Cross Wind Landings			Emergency Approach & Landing
		Soft-Field Takeoff & Climb			Systems & Equipment Malfunction
		Soft-Field Approach & Landing			Emergency Eqpmnt. & Survival Gear
		Short-Field Takeoff & Climb	U	S	**Night Operation**
		Short-Field Approach & Landing			Night Preparation
		Forward and Side Slips	U	S	**Resource/Risk Management**
		Go-Arounds			Decision Making
U	S	**Airport Operations**			Situational Awareness
		Communications (& Light Gun)			Resource Management
		Traffic Pattern Operations			Task Management
U	S	**Navigation**			Automation Management
		Pilotage & Dead Reckoning			
		Nav. Systems & Radar Services			