

COMMERCIAL PILOT PROGRESS CHECK Conventional Single Engine

<p>Completion Standards: The student will show the knowledge and proficiency required by 14 CFR 61.125, 127 and the Commercial pilot single engine practical test standards. Any violation of safety, FAR's, Ahart policies or aircraft limitations will result in failure of this progress check.</p>	<p>Student: _____</p> <p>Instructor: _____</p> <p>Check Pilot: _____</p> <p>Date: _____</p>
<p>Overall Grade: _____</p> <p>Note * = Required by 14 CFR 61.125(b), 61.127(b) and the Commercial Pilot PTS</p>	<div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: 80%;"> <p>Grading: E – Exceeded PTS Standards M – Met PTS Standards B – Below PTS Standards N – Not Tested</p> </div>

ORAL 2.0 Hours

- _____ Certificates, Documents, AD's *

- _____ VFR Day/Night Required Equipment *

- _____ MEL's and Special Flight Permits *

- _____ Commercial Privileges and Limitations *

- _____ Aerodynamics *

- _____ Stall/Spin Awareness *

- _____ Commercial maneuvers *

- _____ Advanced Aircraft Systems and Systems Malfunctions (Engine, Gear, Electrical)*

_____ Emergency Procedures *

_____ Lost Communications

_____ Wake Turbulence and Avoidance *

_____ Performance and Limitations *

_____ Weight and Balance *

_____ Charts *

_____ Airspace *

_____ FAR's , AIM, NTSB *

_____ Cross Country Flight Planning *

_____ Radio Navigation *

_____ Use of Flight Service Stations (FSS) *

_____ Weather Theory and Factors *

_____ Weather Reports, Forecasts and Charts *

_____ Wind-shear and avoidance *

_____ Night Flight Factors *

_____ High Altitude Factors, Oxygen Systems, Pressurization Systems *

_____ Aero-medical Factors (Hypoxia, Hypothermia, Carbon Monoxide, Spatial Disorientation, Scuba Diving, Alcohol, Drugs) *

_____ Go, No-Go Decisions *

FLIGHT 2.0 Hours

_____ Preflight Preparations *

_____ Start/Taxi/Run-up *

_____ Short Field/Crosswind Takeoff/Climb * ($V_x +5/-0$ KIAS, then, $V_y +/- 5$ KIAS)

_____ Soft Field/Crosswind Takeoff/Climb * ($V_y +/-5$ KIAS)

_____ Pilotage and Dead Reckoning *

_____ Lost Procedures *

_____ Diversions *

_____ Radar Services *

_____ Radio Navigation *

_____ Slow Flight * ($+/- 50$ feet, $+/- 10$ degrees, $+5$ KIAS, $+/-5$ degrees specified bank)

_____ Power-Off Stalls (Approach Stalls) * ($+/- 10$ degrees)

- _____ Power-On Stalls (Departure Stalls) * (+/- 5 degrees)

- _____ Accelerated Stalls * (+/- 5 degrees) (New in 2012 PTS)

- _____ Steep Turns * (50 degree bank, +/- 10 KIAS, +/- 5 degrees, +/- 10 degrees on Heading)

- _____ Chandelles * (+/- 10 degrees Near Stall speed)

- _____ Lazy Eights * (+/- 100 feet, +/- 10 KIAS, +/- 10 degrees)

- _____ Eights on Pylons *

- _____ Steep Spirals * (+/- 10 KIAS, +/- 10 degrees on Heading)

- _____ Traffic Pattern Entry and Procedures *

- _____ Normal/Crosswind Landings * (< 200 Feet beyond specified Point)

- _____ Short Field Accuracy/Crosswind Landings * (< 100 Feet beyond specified Point)

- _____ Soft Field/Crosswind Landings *

- _____ Power Off 180 degree Accuracy landings* (< 200 Feet beyond specified Point)

- _____ Go Arouns * (V_y +/- 5 KIAS)

- _____ Post flight Procedures *

GENERAL

_____ Checklist Use *

_____ Cockpit Management *

_____ Collision Avoidance *

_____ Emergency Procedures *

_____ Systems Malfunctions *

_____ Radio Procedures *

_____ Judgment and Decision-Making *

Check Pilot Signature

Date