Phase 10 Progress Check Standards Rev 8.0
Part 61 & 141 Private Pilot Certification Courses

Purpose:
The purpose of this document is to establish the required tasks and completion standards for the Phase 10 Progress Check. Additionally, check instructors can use it to develop their own plan of action for conducting the check. The general standard is ACS, except where noted as *'per CTA'*.

Time Expectations: 6.0 hours + up to 1 hour report preparation
Pre/Post-Flight Briefings: 0.5 hours **Oral:** 2.5 hours
Observed Preflight Inspection: 0.5 hours **Flight Time:** 2.5 hours

Mixture Control:
Mixture will be leaned in accordance with ***TWA engine management procedures*** document (latest revision).

Check Instructor Responsibilities and Expectations:
The full list of responsibilities and expectations for check instructors are outlined in the ***TWA check instructor expectations*** document (latest revision).

Approved Check Instructors
The full list of check instructors available to conduct this check are outlined in the ***CFI Fleet Qualifications and Stage Check Pilots*** document (latest revision).

Definitions:
Describe: The candidate will be able to describe the physical characteristics of the task at a **rote level**.
Explain: The candidate will be able to describe the task and **display an understanding** of the concept, principles, & procedures.
Practice: coaching, instruction, and/or **assistance from the check instructor** will be required to meet the task standards.
Perform: **no intervention** from the check instructor is required and the **successful completion** of the activity in **not in doubt**.
Manage/Decide: **no intervention** from the check instructor is required for the candidate to **gather** the most important **data** available within and outside the cockpit, **identify** possible **courses of action**, **evaluate** the **risk** inherent in each course of action, and **make** the appropriate **decision**.

References:
1. Cessna Private Pilot Training Course Syllabus: Phase 10 Progress Check Checklists (latest revision)
2. Pilot's Operating Handbook, Cessna C172S

Phase 10 Progress Check

10A. Oral *Note: the check instructor will develop a scenario incorporating at least one knowledge element, one risk management element, and all skill elements for the applicable task in the ACS. If the candidate has items missed on the knowledge test, the check instructor shall incorporate those missed knowledge elements into the scenario. Desired outcome for all oral tasks of the Progress Check is "Explain".* ***Completion Standard = ACS***	**Instruction Given**	**Describe**	**Explain**
Preflight Preparation +			
10A1. Pilot qualifications			
10A2. Airworthiness requirements			
10A3. Weather information			
10A4. Cross-country flight planning			
10A5. National airspace system			
10A6. Performance and limitations			
10A7. Operation of systems			
10A8. Human factors			
10A9. Preflight assessment			
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Phase 10 Progress Check

10A. Oral	Instruction Given	Describe	Explain
10A10. Light signals, runway lighting systems, taxiing			
10A11. Diversion			
10A12. Spin awareness			
10A13. Systems and equipment malfunctions *(at least three elements)*			
10A14. Emergency equipment and survival gear			
10A15. Night preparation			

*****END of ORAL*****

Phase 10 Progress Check

10B. Flight

*Note: the check instructor shall evaluate **every** flight skill through direct observation of the task or oral evaluation if conditions do not permit direct observation of the task. SRM tasks will be evaluated throughout the entire duration of the flight, including pre-flight procedures.*

Desired outcome for all flight tasks of the Progress Check is "Perform" & "Manage/Decide"

Single-Pilot Resource Management (SRM)			
Because SRM will be evaluated throughout the flight, the manage/decide box is gradable on each task. Desired outcomes task should be marked both at the "Perform" and "Manage/Decide" levels.	**Practice**	**Perform**	**Manage / Decide**
10B1. SRM (overall grade)			
a. Task management		[redacted]	
b. Risk management			
c. Situational awareness			
d. Aeronautical decision making			
e. Controlled flight into terrain awareness			
f. Automation management			
Preflight Procedures			
10B2. Preflight inspection (observed by check instructor)			
10B3: Flight deck management			
10B4. Engine starting			
10B5. Taxiing			
10B6. Before takeoff check			
Airport Operations			
10B9: Communications			
10B10. Traffic patterns			
***TPA:** ±100 feet* ***A/S:** ±10 knots*			

Phase 10 Progress Check

10B. Flight	Practice	Perform	Manage / Decide
Takeoffs, Landings, & Go-Arounds			
10B11. Normal takeoff and climb			
A/S: *Vy +10/-5 knots to safe maneuvering altitude*			
10B12. Normal approach and landing			
Published Approach A/S: *+10/-5 knots*			
10B13. Soft-field takeoff and climb			
A/S: *Vy +10/-5 knots to safe maneuvering altitude*			
10B14. Soft-field approach and landing			
Published Approach A/S: *+10/-5 knots*			
10B15. Short-field takeoff and climb			
A/S: *Vy +10/-5 knots to safe maneuvering altitude*			
10B16. Short-field approach and landing			
Published Approach A/S: *+10/-5 knots*			
10B17. Forward slip to a landing			
Touchdown Point: *+400 feet/-0 feet*			
10B18. Go-around / rejected landing			
A/S: *Vy +10/-5 knots to safe maneuvering altitude*			
Performance & Ground Reference Maneuvers			
10B19. Steep turns			
Altitude: *±100 feet* ***A/S:*** *±10 knots* ***Bank:*** *±5°* ***Roll out:*** *Entry Hdg ±10°*			
10B20. Ground reference maneuvers *(at least one maneuver)*			
Altitude: *± 100 feet* ***A/S:*** *±10 knots*			

Phase 10 Progress Check

10B. Flight	Practice	Perform	Manage / Decide
Navigation			
10B21. Pilotage & dead reckoning			
Time-off: **TOC:** **Next Checkpoint:**			
Altitude per CTA: *± 100 feet* ***Heading:*** *±15°* ***ATA:*** *w/in 5 minutes of planned or revised ETA* ***Position:*** *w/in 3 NM of route*			
10B22. Navigation systems & radar service			
Altitude per CTA: *± 100 feet* ***Heading:*** *±15°*			
10B23. Diversion			
HDG: **G/S:** **ETA:** **Fuel Req:**			
Altitude per CTA: *± 100 feet* ***Heading:*** *±15°*			
10B24. Lost procedures			
Slow Flight and Stalls			
10B25. Maneuvering during slow flight			
Altitude: *±100 feet* ***A/S:*** *+10/-0 knots* ***Bank:*** *±10°* ***Heading:*** *±10°*			
10B26. Power-off stalls			
Max Bank: *20°±10°* ***Heading:*** *±10*			
10B27. Power-on stalls			
Max Bank: *20°±10°* ***Heading:*** *±10*			
Basic Instrument Maneuvers			
Hood Time Start: **Hood Time End:** **Total Hood Time:**			
10B28. Straight-and-level flight			
Altitude: *±200 feet* ***A/S:*** *±10 knots* ***Heading:*** *±20°*			
10B29. Constant airspeed climbs			
Level off: *altitude ±200 feet* ***A/S:*** *±10 knots* ***Heading:*** *±20°*			

Phase 10 Progress Check

10B. Flight	Practice	Perform	Manage / Decide
Basic Instrument Maneuvers (continued)			
10B29. Constant airspeed descents			
Level off: *altitude ±200 feet* ***A/S:*** *±10 knots* ***Heading:*** *±20°*			
10B30. Turns to headings			
Altitude: *±200 feet* ***A/S:*** *±10 knots* ***Heading:*** *±20°* ***Std Rate Turn***			
10B31. Recovery from unusual attitudes			
10B32. Radio communications, navigation systems/facilities, radar services			
Altitude: *±200 feet* ***A/S:*** *±10 knots* ***Heading per CTA:*** *±10°*			
Emergency Operations			
10B33. Emergency descent			
Level off: *altitude ±100 feet* ***A/S:*** *+0/-10 knots* ***Bank:*** *30-45°*			
10B34. Emergency approach and landing (simulated)			
Best glide: *±10 knots*			
10B35. Systems & equipment malfunctions			
Postflight Procedures			
10B36. After landing, parking, & securing			

*****END of FLIGHT*****