

## Phase 2 Progress Check Standards Rev 7.0

### Part 61 & 141 Private Pilot Certification Courses

#### **Purpose:**

The purpose of this document is to create common expectations among students, instructors, and check instructors as to the standards of knowledge, single-pilot resource management, and skill required for the various elements outlined in the Phase 2 Progress Check. This document augments the reference document “CPPTCS: Phase 2 Progress Check Checklist” by providing additional detail intended to reduce ambiguity and to focus scope of the progress check.

#### **Time Expectations: 2.5 hours + up to 1 hour report preparation**

Pre/Post-Flight Briefings: 0.5 hours

Oral: 0.5 hours

Observed Preflight Inspection: 0.5 hours

Flight Time: 1.0 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 2 Progress Check Checklists (latest revision)
2. Pilot’s Operating Handbook, Cessna C172S

## Phase 2 Progress Check

<b>2A. Oral</b> <i>The check instructor shall select at least the minimum number of knowledge elements listed in the applicable knowledge header.</i>  <i>Desired outcome for all oral tasks of the Progress Check is "Explain"</i>	Describe	Explain
<b>2A1. Stall / Spin Awareness (at least elements a. &amp; d.)</b>		
a. Spin definition & why it occurs		
b. Is the airplane approved for spins? <i>Reference POH, placards, etc.</i>		
c. Can identify scenarios in which stall/spins more likely (e.g., takeoff, landing, go-arounds)		
d. Able to recite PARE procedure <i>note: understanding at this point is not required</i>		
<b>2A2. Operation of Systems (at least 3 elements)</b> <i>Can explain the following systems:</i>		
a. Primary flight controls, Flaps, & Trim		
b. Environmental controls: <i>heat / defrost, cabin &amp; fresh air</i>		
c. Electrical: <i>sources of electrical power, normal system voltage</i>		
d. Fuel: <i>quantity, estimating endurance with average fuel burn</i>		
e. Oil: <i>gauges to monitor health of system, proper quantity</i>		
f. Engine: <i>purpose of mixture, leaning procedures, recognition of need for hot start</i>		
g. Landing Gear including brakes		
h. Radios: <i>volume, squelch, freq. control, intercom volume</i>		
<b>INTENTIONALLY LEFT BLANK</b>		

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

## Phase 2 Progress Check

### 2B. 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.

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

#### Single-Pilot Resource Management

To evaluate the candidate's single-pilot resource management skills, the check instructor will provide guidance only as necessary to ensure safety of flight. The candidate will be expected to navigate to the point of the check instructor's choosing for airwork considering terrain, airspace, etc.

Practice	Perform	Manage / Decide
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#### 2B1. Single-pilot resource management (SRM)

*as appropriate to a student pilot*

Utilizes all resources available to ensure the successful completion of the flight (*i.e.*, SRM skills listed below, kneeboard, pen, paper, sectional chart & supplement [paper or electronic])

*At this point the customer should be familiar with the SRM concepts of TM, RM, & ADM. He/she should be able to use tools such as IMSAFE, PAVE, CARE, TEAM, 3P & 5P to help ensure safe operations.*

#### Pre-Flight Procedures

#### 2B2. Preflight inspection (observed by check instructor)

- a. Performs a safe preflight inspection without assistance

#### 2B3: Checklist usage (Ground Operations)

- a. Uses checklists as a habit and completes all checklists

#### 2B4. Operation of systems

*Can operate the following systems:*

- a. Primary flight controls, Flaps, & Trim
- b. Electrical
- c. Engine
- d. Heading indicator & altimeter
- e. Radios: *volume, squelch, freq. control, intercom volume*

#### 2B5. Radio communications (Ground Operations)

Can effectively communicate over the radio using minimal instructor assistance

#### 2B6. Positive exchange of flight controls

Uses the 3-part verification system to confirm who has official control of the airplane

#### 2B7. Runway incursion avoidance

*Uses best procedures for operation planning and to maintain situational awareness during taxi* **NOTE:** *these are TWA runway incursion avoidance SOPs*

- a. Briefs expected taxi route & hot spots
- b. Records taxi clearance on kneeboard or EFB  
*Rebriefs taxi route if different from previously expected*
- c. Prioritizes taxi over all other in-cockpit tasks
- d. Announces approach to hot spots
- e. Queries ATC if unsure of clearance, routing, etc.

#### 2B8. Crosswind taxi (*real or simulated wind*)

- a. Applies appropriate aileron and elevator deflections

## Phase 2 Progress Check

In-Flight			
2B. Flight	Practice	Perform	Manage / Decide
<b>2B9: Checklist usage (Flight Operations)</b>			
a. Uses checklists as a habit			
<b>2B10: Radio Communications (Flight Operations)</b>			
a. Can effectively communicate over the radio using minimal instructor assistance			
<b>2B11: Normal/crosswind takeoff and climb (unassisted)</b>			
a. Maintains takeoff power <i>Holds throttle forward until reaching 1,000 AGL</i>			
b. $V_Y$ until 1,000 AGL or safe altitude; cruise climb speed thereafter (+10/-5 KIAS)			
c. Applies rudder correction for yaw & aileron correction for wind			
<b>2B12: Use of trim</b>			
a. Trims the aircraft after setting pitch and power			
<b>2B13: Collision Avoidance</b>			
a. Maintains awareness of traffic in the area <i>(scan, TIS-B, etc.)</i>			
b. Lifts wing and looks before turning			
c. Clearing during $V_y$ climb: <i>lower nose every 500 ft of altitude, or conduct shallow s-turns</i>			
d. Conducts clearing turns prior to all maneuvers			
<b>2B14: Maneuvering in Slow Flight</b>			
a. altitude ( $\pm 200$ feet)			
b. heading ( $\pm 20^\circ$ )			
c. airspeed (+10/-5 knots) <b>[stall horn not on]</b>			
d. bank ( $\pm 10^\circ$ )			
<b>2B15: Full Stall (Pwr-off or Pwr On, straight ahead)</b>			
a. Recognizes and recovers promptly at either wing drop or nose drop by simultaneous reduction of AOA and increase of power			
b. Uses rudder to control roll at high AOA			
<b>2B16: Crabbing/Sideslip</b> <i>(in XW takeoff technique, if possible. Otherwise, at altitude in descent w/ ldg config)</i>			
a. Uses crab angle into wind to maintain a ground track			
b. Uses a sideslip into wind to maintain a ground track			
<b>2B17: Normal/crosswind approach and landing (assisted landing)</b>			
a. Uses appropriate pitch/power			
b. Applies decisive wind correction, as needed			
c. Airspeed (+10/-5 knots)			

## Phase 2 Progress Check

5B. Flight	Practice	Perform	Manage / Decide
<b>Postflight Procedures</b>			
<b>5B23. After landing</b>			
a. No in-cockpit tasks while moving or holding between runways			
b. Taxi fully clear of the runway safety lines before stopping			
<b>5B24. Taxiing, Parking, and Securing</b>			
a. Completes appropriate checklists, taxis the airplane back to parking, and properly secures			

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