

**UNIVERSITY OF OKLAHOMA
DEPARTMENT OF AVIATION
INSTRUMENT RATING COURSE
2022 - 01 - 01**

This course fulfills the requirements of 14 CFR, Section 141, Appendix C for adding an instrument rating to a pilot certificate with airplane category, single engine land class rating.

COURSE OBJECTIVE: The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the requirements for adding an instrument rating to a pilot certificate with an airplane category rating and single-engine land class rating.

COURSE COMPLETION STANDARD: The student will demonstrate through written tests, oral tests, flight tests, and show through appropriate records that the knowledge, skill, and experience requirements necessary to obtain an instrument rating have been met. The specific requirements for each test and stage check are described in the appropriate syllabus lesson. Prior to the completion of flight training the student will pass the FAA Instrument Rating Airplane Knowledge Test (minimum passing score 70%). At the completion of flight training the student will pass the Instrument Rating practical test, based on the current Instrument Rating Practical Test Standards (PTS).

AIRPORT: Max Westheimer Airport is the operations base for training in this course. Max Westheimer Airport has a hard surface runway and meets the requirements of 14 CFR, Section 141.38 for day and night operation. Fuel is available from 7:00 A.M. to 10:00 P.M. daily. Maintenance is available from 6:30 A.M. to 3:00 P.M. Monday through Friday and at other times on call. Training will originate at Max Westheimer Airport.

AIRCRAFT: The aircraft to be used in this course of training is the PA28-161. It meets the requirements of 14 CFR, Section 141.39. Airplanes used for instrument training are equipped for IFR as specified in 14 CFR, Section 91.205.

ADVANCED AVIATION TRAINING DEVICE (AATD): Description: The AATD is a Redbird FMX. It meets the requirements of 14 CFR, Section 141.41, Appendix C, para 4(b)(i).

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INSTRUMENT RATING COURSE**

CHIEF FLIGHT INSTRUCTOR: The Chief Flight Instructor will meet the requirements of 14 CFR, Section 141.35. (S)he must hold at least a commercial pilot certificate with an airplane category, single engine land rating and airplane instrument rating. In addition, (s)he must hold a flight instructor certificate with an airplane single and instrument airplane ratings and have at least a second class medical certificate. See Appendix A of this Training Course Outline for Chief Flight Instructor designation.

ASSISTANT CHIEF FLIGHT INSTRUCTOR: The Assistant Chief Flight Instructor will meet the requirements of 14 CFR, Section 141.36. (S)he must hold at least a commercial pilot certificate with an airplane category, single engine land rating and airplane instrument rating. In addition, (s)he must hold a flight instructor certificate with an airplane single and instrument airplane ratings and have at least a second class medical certificate. See Appendix A of this Training Course Outline for Assistant Chief Flight Instructor designation.

CHECK INSTRUCTORS: Check instructors will meet the requirements of 14 CFR, Section 141.37. S(he) must hold at least a commercial pilot certificate with an airplane category, single engine land rating and airplane instrument rating. In addition, (s)he must hold a flight instructor certificate with airplane single and instrument airplane ratings and have at least a second class medical certificate.

FLIGHT INSTRUCTORS: Each flight instructor must hold at least a commercial pilot certificate with an airplane category, single engine land rating and airplane instrument rating. In addition, (s)he must hold a flight instructor certificate with airplane single and instrument airplane ratings and have at least a second class medical certificate.

GROUND INSTRUCTORS: Each instructor used for ground training must hold a flight instructor or instrument ground instructor certificate for this course of training.

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INSTRUMENT RATING COURSE**

OFFICE AND CLASSROOM FACILITIES USED FOR AVIATION STUDENTS: The office and classroom facilities used for the training of aviation students of the University of Oklahoma are described in Appendix D of this Training Course Outline.

REQUIREMENTS FOR GRADUATION: You must be at least 17 years of age at the completion of the course. You must complete the lessons in the syllabus and satisfy the requirements described in the Course Completion Standard on the first page.

LESSON DESCRIPTION AND STAGES OF TRAINING: Each lesson is fully described within the syllabus, including the objectives, standards, and measurable units of accomplishment and learning for each lesson. You are expected to complete at least one stage approximately every 90 days. The objectives and standards of each stage are described within the syllabus.

COURSE POLICY: The course policies for this course of training are outlined in Appendix B of this Training Course Outline.

TESTS AND CHECKS: The syllabus incorporates stage checks in accordance with 14 CFR, Section 141, Appendix C. These checks are given by the Chief, or designated Assistant Chief Flight Instructor, or Check Instructor at the end of each stage. The student will complete the appropriate stage exams, pilot briefings, and final examinations that are described within the syllabus. The final stage check will be conducted by the Chief or Assistant Chief Flight Instructor and will be conducted in accordance with the current Instrument Rating Airman Certification Standards and will be at least equal in scope, depth, and difficulty to that practical test.

**UNIVERSITY OF OKLAHOMA
DEPARTMENT OF AVIATION
INSTRUMENT RATING COURSE
RULES OF OPERATION**

DISPATCH PROCEDURES - The provisions of 14 CFR, Section 91.103 will be met prior to aircraft dispatch. The instructor will provide a preflight briefing to the student. The instructor's signature on the syllabus sheet for that lesson constitutes permission to dispatch the aircraft. The student will check the scheduling clipboard to determine which aircraft is assigned for the flight and complete the information on the Aircraft Sign Out Sheet, the Plastic Flight Plan form and the Aircraft Information Sheet in the aircraft checklist binder. A flight plan will be filed with an Automated Flight Service Station for all cross country flights. Aircraft keys are kept in a lock box in the dispatch area and will be issued upon completion of the above procedures.

STARTING PROCEDURES - All aircraft will be started within the ramp area of the Department of Aviation unless otherwise designated by the Chief Flight Instructor or his designee. All starting procedures will comply with the procedures stated in the Pilots Operating Handbook for that aircraft.

TAXIING PROCEDURES - Taxi on yellow depicted taxi routes and at a slow and reasonable speed (use 10 miles per hour as a guide). Spacing between aircraft on taxi routes will be a minimum of two ship lengths. During the day, operate the anti-collision lights while taxiing. Use position lights and the landing light at night. To minimize the chance of runway incursion, read back taxi instructions, particularly hold short, position and hold, runway crossing and takeoff clearances. When obtaining complex taxi clearances at unfamiliar airports write down the clearance, have an airport diagram available and request progressive taxi if needed.

FIRE PRECAUTIONS - During fueling operations the aircraft involved will be unoccupied. Fire extinguishers will be present when fueling is in progress. In the event of aircraft fire during engine start or taxiing, follow the emergency procedures in the aircraft POH. If there is any doubt about whether emergency procedures are working to extinguish the fire, evacuate the aircraft immediately.

REDISPATCH PROCEDURES – Given that all flight lessons have an instructor on board, in the event of a diversion and landing at an unscheduled destination, the instructor may continue the lesson without notification to the aviation department. The instructor will notify the aviation department at 405-325-7231 (Long Distance in-state toll free 1-800-522-0772, ext 7231) or the OU mobile phone 405-919-6319, if the unscheduled stop will delay the return of the aircraft to the point of impacting the flight schedule. If the diversion results in an off-airport landing the instructor will notify the aviation department to determine the course of action.

**UNIVERSITY OF OKLAHOMA
DEPARTMENT OF AVIATION
INSTRUMENT RATING COURSE
RULES OF OPERATION**

AIRCRAFT DISCREPANCIES: Upon noticing a discrepancy the pilot in command will take the following actions:

- Place the plastic "Maintenance Required" sign in the windshield of the aircraft (this sign is in a loose leaf binder in the aircraft).
- Complete Form OUAVMAIN #2 (copies of this form are in a loose leaf binder in the aircraft). When filling out the "Maintenance Problem" section, be as specific as possible. Provide the top copy to the mechanics in the hangar and place the yellow copy on the Aircraft Sign Out Sheet. If the mechanics are not available, place the top copy of the form in the maintenance in-box in the dispatch section. If the main office is closed, put both copies of the form in the envelope slot in the hangar door.
- Upon returning to the dispatch area, turn the plastic flight plan over so that the words "No Fly" are displayed.
Note: If the main office is locked and this can't be done, the "Maintenance Required" sign in the aircraft serves as notification that the aircraft is not airworthy.
- Notify the director, the chief flight instructor or one of the assistant chief flight instructors as soon as possible.

APPROVAL FOR RETURN OF AIRCRAFT TO SERVICE: The mechanics will take whatever corrective actions are required to return the aircraft to service. Upon returning the aircraft to service the mechanics will place the "Maintenance Required" sign back in the loose leaf notebook and notify the main office. At that time the plastic flight plan will be turned back over and the yellow copy of OUAVMAIN #2 placed in the mechanics in-box. If the discrepancy can't be corrected immediately, but the mechanics determine the aircraft is still airworthy, this information will be noted in the "Maintenance Performed" section along with any required operating limitations due to the discrepancy. Inoperative equipment will be removed or deactivated and placarded IAW 14 CFR, Section 91.213. The aircraft may then be returned to service and flown within any operating limitations noted.

SECURING AIRCRAFT - The pilot in command is responsible for securing aircraft on the ramp. Only aviation department personnel and contract personnel from the FBO may hangar aircraft. Students may assist in hangaring aircraft under the supervision of these personnel. All university aircraft will be secured with tie-down ropes or chocks while unattended on the Department of Aviation ramp. On cross country flights, the pilot in command will make tie-down arrangements with the local FBO for securing the aircraft. At no time will an aircraft be left unattended without it being secured by wheel chocks or tie-down ropes. When returning aircraft to the ramp in front of the terminal, solo students will not park the aircraft in the first row by the fence.

AIRCRAFT AVOIDANCE - No person may operate an aircraft so close to another aircraft as to create a collision hazard either on the ground or in the air. At all times, the Pilot-in-Command will be responsible for, and actively use "See and Avoid" procedures as described in the AIM, Chapter 7, Section 5 and comply with the right of way rules specified in 14 CFR, Section 91.113.

FUEL RESERVES - At no time will a department aircraft depart on a flight without the minimum fuel required by 14 CFR, Section 91.151 for VFR flights or 91.167 for IFR flights.

**UNIVERSITY OF OKLAHOMA
DEPARTMENT OF AVIATION
INSTRUMENT RATING COURSE
RULES OF OPERATION**

MINIMUM ALTITUDES - Minimum altitude for instrument training under VFR with the exception of landing practice is 600' AGL or higher if the minimum altitude applicable in 14 CFR, Section 91.119 is higher than 600' AGL. All simulated emergency landings will be terminated at 500' AGL minimum. Minimum altitudes for IFR operations will be in accordance with 14 CFR, Sections 91.175 and 91.177.

PRACTICE AREAS - The University utilizes several practice areas for flight training. These areas are depicted in Appendix C of this Training Course Outline.

WEATHER MINIMUMS

Instrument training under VFR will be in accordance with the basic VFR weather minimums in 14 CFR, Section 91.155. For IFR operations, minimum weather for landings will be in accordance with 14 CFR, Section 91.175. For takeoffs, the ceiling and visibility will be equal to or greater than the lowest Category A aircraft instrument approach minimums at the departure airport. If prevailing winds dictate a circling procedure, the lowest Category A circling minimums will apply. Determination of the requirement for an alternate airport will be in accordance with 14 CFR, Section 91.169.

WIND LIMITS:

Dual: Maximum 35 knots - Maximum 15 knots gust spread

Crosswind: Crosswind limits will not exceed those specified by the Pilots Operating Handbook for the aircraft to be flown.

AIRCRAFT CHECKLIST/KEY TURN IN: After completing the flight and securing the aircraft, the student will record the hobbs time on the Aircraft Information Sheet and return the aircraft checklists and keys to the dispatch area. Give the keys to a staff member for return to the lock box and complete the information on the Aircraft Sign Out Sheet. Return the syllabus sheet to the instructor for further processing.

ATTENDANCE - TARDINESS:

Students are expected to attend all scheduled ground and flight training lessons. In the event of sickness or accident, call the Aviation Department at 325-7231. Do not make a determination of attendance due to weather. If in doubt, call the Aviation Department. Excessive absences or tardiness, are grounds for removal from the course.

**INSTRUMENT PILOT CERTIFICATION COURSE
STAGE VI, VII, VIII, IX
LESSON TIME ALLOCATION**

LESSON	DUAL	IDL	DXC	AATD	QUIZ
STAGE VI					
1				1.0	
2				1.0	
3				1.0	
4	1.0	0.8			
5	1.0	0.8			
6					0.5
STAGE VII					
1				1.0	
2				1.0	
3				1.0	
4				1.0	
5				1.0	
6				1.0	
7				1.0	
8	1.0	0.8			
9	1.0	0.8			
10	1.0	0.8			
11	1.0	0.8			
12					0.5
13	1.0	0.8	Holding Stage VII Check		
STAGE VIII					
1				1.0	
2				1.0	
3				1.0	
4	1.0	0.8			
5				1.0	
6	1.0	0.8			
7	1.0	0.8			
8	1.0	0.8			
9	1.0	0.8			
10					0.5
11	1.0	0.8	Approach Stage VIII Check		
STAGE IX					
1	2.2	2.0	2.2		
2	2.5	2.3	2.5		
3	4.0	3.6	4.0		
4	1.0	0.8			
5	1.0	0.8			
6					0.5
7	1.5	1.3	Final Stage Check		
TOTAL	25.2*	21.2*	8.7*	14.0**	2.0

* These are the minimum times for Dual, IDL and DXC

** A shortage of AATD time can be made up by flying IDL in an airplane in excess of 21.2 hours
To equal the shortage of AATD time

Dual=Dual is in an Airplane
DXC=Dual Cross Country

IDL=Instrument dual in an Airplane
AATD=Advanced Aviation Training Device

**UNIVERSITY OF OKLAHOMA
INSTRUMENT PILOT CERTIFICATION COURSE
STAGE VI**

PREREQUISITES FOR ENROLLMENT IN THE FLIGHT PORTION OF THE INSTRUMENT RATING COURSE: You must hold at least a private pilot certificate with an airplane single engine land rating and have at least a third class medical certificate and be able to read, speak and understand the English language prior to enrolling in the flight portion of this course.

STAGE OBJECTIVE

The emphasis of this stage is on IFR flight operations. The student will learn precise airplane attitude control by instrument reference and radio navigation.

COMPLETION STANDARD

At the completion of this stage the student will demonstrate precise airplane attitude control by instrument reference only. This will include the use of full and partial panel reference. In addition, the student will demonstrate accurate radio navigation.

STAGE VI FLIGHT LESSON 1 DUAL –AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: During this lesson, the student is provided with an in-depth review of takeoff and landing procedures and attitude instrument flying with special emphasis on learning precise aircraft control by instrument reference.

CONTENT:
Lesson Review

Aircraft Flight Instruments and Navigation Equipment Required for IFR Flight

Operation of Airplane Systems

Use of Checklists

Engine Starting

Cockpit Management

Pre-takeoff Flight Instrument Check

Full Panel Instrument

- Straight and Level
- Standard-Rate Turns
- Constant Airspeed Climbs
- Climbing Turns
- Constant Airspeed Descents
- Descending Turns
- Power-Off Stalls (Imminent)
- Power-On Stalls (Imminent)
- Maneuvering During Slow Flight
- Recovery From Unusual Flight Attitudes
- Operations in Turbulence

Post Flight Procedures

COMPLETION STANDARDS:

At the completion of the flight lesson, the student should demonstrate an understanding of the full panel instrument references as they relate to aircraft control. During this flight, the student will maintain altitude within +/- 200 feet and headings within +/- 15^o during level flight. Climb and descent airspeeds will be maintained within +/- 5 knots.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

AIRCRAFT # AATD FLIGHT STAGE # VI LESSON # 601

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC: IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VI FLIGHT LESSON 2 DUAL – AATD
UNIVERSITY OF OKLAHOMA
LESSON OBJECTIVE:

This lesson reviews full panel attitude instrument flying to prepare the student for the later introduction of partial panel airwork.

CONTENT:

Lesson Review

Aircraft Flight Instruments and Navigation Equipment

Full Panel Instrument

- Straight and Level
- Standard-Rate Turns
- Constant Airspeed Climbs
- Constant Airspeed Descents
- Maneuvering During Slow Flight

Lesson Introduction

- Instrument Cockpit Check
- Change of Airspeed
- Steep Turns
- Instrument Takeoffs
- Timed Turns to Magnetic Headings

COMPLETION STANDARDS:

The student will demonstrate an understanding of aircraft attitude control by instrument reference. Altitude should be maintained within +/- 200 feet and airspeeds within +/- 15 knots of the desired values. Additionally, the student will demonstrate how to perform an instrument cockpit check.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

AIRCRAFT # AATD FLIGHT STAGE # VI LESSON # 602

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC: IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VI FLIGHT LESSON 3 DUAL - AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective of this lesson is to increase the student's proficiency in attitude instrument flying.

CONTENT:
Lesson Review

Preflight of Instruments and Equipment

Instrument Cockpit Check

Full Panel Instrument

- Straight and Level
- Climbs and Descents
- Change of Airspeed
- Standard-Rate Turns
- Recovery From Unusual Flight Attitudes
- Operations in Turbulence
- Climbing Turns
- Descending Turns

Lesson Introduction

Partial Panel Instrument

- Straight and Level
- Level Turns, including Standard Rate Turns
- Constant Airspeed Climbs
- Constant Airspeed Descents
- Change of Airspeed
- Timed Turns
- Compass Turns
- Instrument Failures

Full Panel Instrument

- Steep Turns

COMPLETION STANDARDS:

The student should be able to precisely control the airplane using full panel instrument reference. The student should also be able to control the airplane using only partial panel to assigned altitudes of +/- 200 feet and airspeeds of +/- 10 knots. The student will be able to demonstrate the correct recovery procedures from unusual flight attitudes.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VI LESSON # 603

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC: IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VI FLIGHT LESSON 4 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE This lesson provides additional practice in full panel attitude instrument flying and introduces more complex partial panel instrument procedures. The student will also be introduced to IFR flight plans and IFR Clearances.

CONTENT:
Lesson Review

- Full and Partial Panel Instrument
- Straight and Level
 - Standard-Rate Turns
 - Constant Airspeed Climbs
 - Constant Airspeed Descents
 - Maneuvering During Slow Flight

Systems and Equipment Failures

Lesson Introduction

- Full Panel Instrument
- Constant Rate Climbs
 - Constant Rate Descents

- Partial Panel Instrument
- Recovery From Unusual Flight Attitudes
 - Timed Turns
 - Magnetic Compass Turns
 - Constant Rate Climbs
 - Constant Rate Descents
 - Power-Off Stalls (Imminent)
 - Power-On Stalls (Imminent)
 - Maneuvering During Slow Flight

IFR Flight Plans

IFR Clearances

COMPLETION STANDARDS:

Using partial panel instrument reference, the student should be able to maintain altitude within +/- 200 feet, headings within +/- 15°, and airspeeds within +/- 15 knots of the desired values. The student should be able to file an IFR flight plan and be able to obtain an IFR clearance from ATC.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VI LESSON # 604

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC: IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VI FLIGHT LESSON 5 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: This lesson continues to develop the student's knowledge and skill in full and partial panel attitude instrument flying. It also prepares the student for more complex procedures -- specifically, combining attitude instrument flight and radio navigation.

CONTENT:
Lesson Review

- Full and Partial Panel Instrument
- Straight and Level
- Constant Rate Climbs
- Constant Airspeed Climbs
- Constant Rate Descents
- Constant Airspeed Descents
- Timed Turns
- Magnetic Compass Turns
- Recovery From Unusual Flight Attitudes
- Change of Airspeed
- Power-Off Stalls (Imminent)
- Power-On Stalls(Imminent)
- Maneuvering During Slow Flight

COMPLETION STANDARDS:

The student will be able to recognize the approach of stalls as well as perform recoveries per the standards of the Commercial Pilot Airman Certification Standards. Recovery techniques for unusual attitudes, using both full and partial panel will be to the standards of the Instrument Rating Airman Certification Standards. During basic attitude instrument maneuvers headings will be maintained within +/-10 degrees, airspeed within +/-10 knots and altitude within +/-100 feet.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VI LESSON # 605

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION_____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC: IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VI LESSON 6 QUIZ
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective of this lesson is to test the student's knowledge of this stage through a quiz.

CONTENT: The quiz will cover the following areas.

Cockpit Instrument Check
 Instrument Errors
 Instrument Scan

COMPLETION STANDARDS:

This lesson is complete when the student scores 70% or better. In addition, the instructor is responsible for reviewing those questions missed.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

AIRCRAFT # QUIZ FLIGHT STAGE # VI LESSON # 606

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
										?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

**UNIVERSITY OF OKLAHOMA
INSTRUMENT PILOT CERTIFICATION COURSE
STAGE VII**

STAGE OBJECTIVE

During this stage the student will refine basic attitude instrument flying, learn to use navigation systems to maintain orientation in the national airspace system, intercept and track courses to and from navigation aids and demonstrate proper holding procedures.

COMPLETION STANDARD

The student will be able to use available navigation systems to establish their position, intercept and track courses to and from navigation aids and demonstrate proper holding procedures.

STAGE VII FLIGHT LESSON 1 DUAL – AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: This lesson has two objectives: to teach orientation in relation to a VOR station, and to intercept and track a specified radial.

CONTENT:
Lesson Review
Full and Partial Panel Instrument

- Straight and Level
- Standard-Rate Turns
- Constant Rate Climbs
- Constant Airspeed Climbs
- Constant Rate Descents
- Constant Airspeed Descents
- Recovery from Unusual Flight Attitudes

Lesson Introduction

- VOR Accuracy Test
- VOR Radial Interception and Tracking
- VOR Orientation
- VOR Holding

COMPLETION STANDARDS:

The student will display increased proficiency in attitude instrument flight. The student also will understand VOR orientation and tracking procedures, including the interception of specific VOR radials and application of the correct wind correction angle. The student will determine the optimum holding entry procedure and apply the appropriate wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # **AATD** FLIGHT STAGE # **VII** LESSON # **701**

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 2 DUAL – AATD

UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The student is given an opportunity to practice VOR orientation, radial interception, and tracking procedures. Tracking of DME arcs and holding on a DME fix are introduced.

CONTENT:
Lesson Review

- VOR Orientation
- VOR Radial Interception and Tracking
- VOR Holding

Lesson Introduction

- Intercepting and Tracking DME Arcs
- DME Fix Holding

COMPLETION STANDARDS:

The student will demonstrate an understanding of the procedures used to intercept and track DME arcs as well as VOR and DME Fix holding to include execution of the optimum holding entry procedure and application of the correct wind correction angles and time correction. Headings will be maintained within +/- 10 degrees, airspeed within plus or minus 10 knots and altitude within +/- 100 feet.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VII LESSON # 702

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 3 DUAL – AATD

LESSON OBJECTIVE: This lesson reviews VOR and DME procedures and introduces programming and tracking courses in the GPS.

CONTENT:
Lesson Review

- VOR Orientation
- VOR Tracking
- Intercepting and Tracking DME Arcs

Lesson Introduction

- GPS Course Programming and Tracking

COMPLETION STANDARDS:

The student will demonstrate increased proficiency in all VOR procedures and radial interception and tracking, applying the optimum intercept heading and wind correction angle. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VII LESSON # 703

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____/_____

REMARKS: _____

OUT _____/_____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 4 DUAL - AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: This lesson reviews previously learned procedures, and introduces ILS navigation, and localizer and intersection holding.

CONTENT:
Lesson Review

- VOR Procedures
- Intercepting and tracking DME arcs
- VOR Holding

Lesson Introduction

- ILS Navigation
- Localizer Tracking
- Localizer Holding
- Intersection Holding

COMPLETION STANDARDS:

The student will demonstrate increased proficiency in all the listed procedures. The student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and time correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VII LESSON # 704

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 5 DUAL – AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: This lesson will review VOR, DME interception and tracking and introduce the student to GPS holding.

CONTENT:
Lesson Review

- VOR Orientation
- VOR Tracking

Lesson Introduction

- GPS Holding Patterns

COMPLETION STANDARDS:

The student will demonstrate increased proficiency in all VOR Procedures. The student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VII LESSON # 705

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____/_____

REMARKS: _____

OUT _____/_____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 6 DUAL - AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: This lesson reviews previously learned procedures to increase proficiency. Procedures to be reviewed will be selected by the instructor.

CONTENT:
Lesson Review

- VOR Course Interception and Tracking
- Localizer Interception and Tracking
- DME Arc Interception and Tracking
- VOR Holding
- DME Fix Holding
- Localizer Holding
- Intersection Holding

COMPLETION STANDARDS:

The student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet. Additionally, by the third turn inbound to the holding fix the student will demonstrate a smooth interception of the inbound course and the time from roll out to the fix will be one minute, +/- 10 seconds.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VII LESSON # 706

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____/_____

REMARKS: _____

OUT _____/_____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 7 DUAL - AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: During this flight, the student learns front and back course localizer tracking. The primary emphasis is on learning to interpret the CDI indications associated with the increased sensitivity of the localizer while tracking inbound on the front or back course.

CONTENT:
Lesson Review

Partial Panel Instrument

- Straight and Level
- Constant Rate Climbs
- Constant Airspeed Climbs
- Constant Rate Descents
- Timed Turns

Lesson Introduction

- Localizer Tracking

COMPLETION STANDARDS:

In addition to partial panel instrument review, the student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet. Additionally, by the third turn inbound to the holding fix the student will demonstrate a smooth interception of the inbound course and the time from roll out to the fix will be one minute, +/- 10 seconds.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VII LESSON # 707

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____/_____

REMARKS: _____

OUT _____/_____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 8 DUAL – AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective for this lesson is for the student to review and practice basic attitude instrument flight and navigation to increase proficiency and review holding procedures selected by the instructor.

CONTENT:
Lesson Review

Full Panel Instrument
 Partial Panel Instrument
 Holding

- VOR Holding
- DME Fix Holding
- Localizer Holding
- Intersection Holding
- GPS Holding

COMPLETION STANDARDS:

In addition to partial panel instrument review, the student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet. Additionally, by the third turn inbound to the holding fix the student will demonstrate a smooth interception of the inbound course and the time from roll out to the fix will be one minute, +/- 10 seconds.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VII LESSON # 708

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 9 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE The objective of this lesson is to introduce the student to use of the GPS receiver to navigate to a fix and hold on a GPS waypoint. Additionally, the student will review holding procedures as selected by the instructor. If an IFR GPS equipped aircraft is not available this lesson will consist of the review portion only.

CONTENT:
Lesson Review:

- Holding
- VOR Holding
 - DME Fix Holding
 - Localizer Holding
 - Intersection Holding
 - GPS Holding

COMPLETION STANDARDS:

The student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet. Additionally, by the third turn inbound to the holding fix the student will demonstrate a smooth interception of the inbound course and the time from roll out to the fix will be one minute, +/- 10 seconds.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VII LESSON # 709

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____/_____

REMARKS: _____

OUT _____/_____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII LESSON 10 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA
LESSON OBJECTIVE

During this lesson the student will review course interception and tracking and holding procedures as selected by the instructor.

CONTENT:
Lesson Review:

Course Interception and Tracking

- GPS

- VOR

Holding

- GPS Holding

- VOR Holding

- DME Fix Holding

- Localizer Holding

- Intersection Holding

COMPLETION STANDARDS:

The student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet. Additionally, by the third turn inbound to the holding fix the student will demonstrate a smooth interception of the inbound course and the time from roll out to the fix will be one minute, +/- 10 seconds.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VII LESSON # 710

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____/_____

REMARKS: _____

OUT _____/_____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 11 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE During this lesson the student will review course interception and tracking and holding procedures as selected by the instructor.

CONTENT:
Lesson Review:

Course Interception and Tracking

- GPS
- VOR
- Localizer
- Holding
- GPS Holding
- VOR Holding
- DME Fix Holding
- Localizer Holding
- Intersection Holding

COMPLETION STANDARDS:

The student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet. Additionally, by the third turn inbound to the holding fix the student will demonstrate a smooth interception of the inbound course and the time from roll out to the fix will be one minute, +/- 10 seconds.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VII LESSON # 711

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____/_____

REMARKS: _____

OUT _____/_____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII LESSON 12 QUIZ
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective of this lesson is to test the student's knowledge of this stage through a quiz.

CONTENT: The quiz will cover the following:

Holding Procedures

COMPLETION STANDARDS:

This lesson is complete when the student scores 70% or better. In addition, the instructor is responsible for reviewing each question missed.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

AIRCRAFT # QUIZ FLIGHT STAGE # VII LESSON # 712

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
										?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ / _____

REMARKS: _____

OUT _____ / _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VII FLIGHT LESSON 13 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA
STAGE CHECK
BASIC ATTITUDE INSTRUMENT, NAVIGATION and HOLDING

LESSON OBJECTIVE: During this lesson the student will be evaluated on basic attitude instrument flying, course interception and tracking and holding procedures. This stage check will be conducted by the Chief/Assistant Chief Flight Instructor or Check Instructor.

CONTENT:
Lesson Review

Basic Attitude Instrument Flying

- Straight and Level
- Straight Climbs and Descents
- Climbing and Descending Turns
- Unusual Attitude Recovery

Course Interception, Tracking and Holding (at least two of the following)

- GPS
- VOR
- DME Fix
- Localizer
- Intersection

COMPLETION STANDARDS:

The student will demonstrate correct procedures for recovering from unusual attitudes. The student will demonstrate the optimum holding entry procedure and apply the correct wind correction angles and timing correction. Headings will be maintained within +/- 10 degrees, airspeed within +/- 10 knots and altitude within +/- 100 feet. Additionally, by the third turn inbound to the holding fix the student will demonstrate a smooth interception of the inbound course and the time from roll out to the fix will be one minute, +/- 10 seconds.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VII LESSON # 713

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

**UNIVERSITY OF OKLAHOMA
INSTRUMENT PILOT CERTIFICATION COURSE
STAGE VIII**

STAGE OBJECTIVE

The purpose of Stage VIII is to introduce and train the student to perform accurate instrument approach procedures including missed approaches. The student will also review holding procedures.

COMPLETION STANDARD

The student will be able to demonstrate all types of IFR approaches and accurately perform holding patterns.

STAGE VIII FLIGHT LESSON 1 DUAL – AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE This lesson introduces the student to non-precision instrument approach procedures and missed approach planning.

CONTENT:
Lesson Review

Full Panel Instrument
Systems and Equipment Failures

Lesson Introduction

VOR Approaches
Localizer Approaches (Front Course)
Straight-In Approach Procedures
Missed Approach Procedures

COMPLETION STANDARDS:

At the completion of this lesson, the student should be able to:

- Explain and use the information displayed on the approach charts.
- Execute several initial and intermediate approach segments to arrive at the final approach fix.
- Complete the final approach and letdown to the missed approach point.
- Demonstrate the missed approach procedure, as published on the appropriate chart or as instructed by ATC.

Headings will be maintained +/-10 degrees, airspeeds +/-10 knots and altitude +/-100 feet and altitudes at the MDA +100/-0 feet. Upon arriving at the missed approach point the student will execute the published missed approach procedure and hold entry. Course will be maintained with less than full scale needle deflection.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VIII LESSON # 801

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 2 DUAL – AATD
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: This lesson is aimed toward developing instrument flight proficiency. First, VOR and front course localizer approaches are reviewed and practiced. Localizer Back Course approach is introduced.

CONTENT:
Lesson Review

Intercepting and Tracking DME Arcs
 VOR Approaches
 Localizer Approaches
 Missed Approach Procedures (including holding)

Lesson Introduction

Localizer Back Course Approaches

COMPLETION STANDARDS:

During localizer back course approaches, the student will demonstrate proper tracking, using power and attitude changes to control airspeed and descent rates. Headings will be maintained +/- 10 degrees, airspeeds +/- 10 knots and altitudes +/- 100 feet and altitude at the MDA +100/-0 feet. Course will be maintained with less than full scale needle deflection. The student will recognize arrival at the missed approach point and execute the published miss approach procedure and hold entry.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # **AATD** FLIGHT STAGE # **VIII** LESSON # **802**

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 3 DUAL – AATD

LESSON OBJECTIVE: The objective of Lesson 3 is for the student to increase proficiency by review and practice of those procedures listed. In addition, the student will be introduced to ILS approach procedures.

CONTENT:
Lesson Review (One or more approaches as selected by the instructor)

- VOR Approaches
- Localizer Approaches (as appropriate)
- Missed Approach Procedures (including holding)

Lesson Introduction

- ILS Approaches
- GPS Approaches
 - Full Procedures
 - Vector to Final

COMPLETION STANDARDS:

Headings will be maintained +/-10 degrees, airspeeds +/- 10 knots and altitudes +/-100 feet. On precision approaches, the student will demonstrate accurate lateral course interception and tracking and make a transition to the vertical guidance at the correct point. The course and vertical guidance will be maintained with less than 3/4 scale needle deflection to the missed approach point – DA +100/-0 feet. On non-precision approaches lateral guidance will be maintained with less than 3/4 scale needle deflection. The student will maintain altitude at the MDA +100/-0 feet to the missed approach point. Upon arriving at the missed approach point the student will execute the published missed approach procedure and hold entry.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VIII LESSON # 803

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 4 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: During this lesson, the student will be introduced to no-gyro radar vectoring and approach procedures. With this introduction and a review of attitude instrument flying, the student will obtain the necessary knowledge and skill for the introduction of enroute procedures and holding patterns.

CONTENT:
Lesson Review (One or more approaches as selected by the instructor):

Full Panel Instrument (As Necessary)
 ILS Approaches
 Localizer Approaches
 GPS Approaches
 - Full Procedure
 - Vector to Final
 Missed Approach Procedure

Lesson Introduction

Partial Panel Approach Procedures
 Landing From Straight In and Circling Approaches

COMPLETION STANDARDS:

The student will understand the procedures used to perform partial panel non precision instrument approaches and demonstrate proficiency in copying and complying with ATC clearances that pertain to the approach. Headings will be maintained +/-10 degrees, airspeeds +/-10 knots and altitudes +/-100 feet. On precision approaches, the student will demonstrate accurate lateral course interception and tracking and make a transition to the vertical guidance at the correct point. The Course and vertical guidance will be maintained with less than 3/4 scale needle deflection to the missed approach point – DA +100/-0 feet. On non-precision approaches lateral guidance will be maintained with less than 3/4 scale needle deflection. The student will maintain altitude at the MDA +100/-0 feet to the missed approach point. Upon arriving at the missed approach point the student will either execute the alternate or published missed approach procedure if the runway environment is not in sight; or execute a normal landing if the runway environment is in sight and the student determines the landing can be made using a normal rate of descent and normal maneuvers. The landing will be made to the standard of the private pilot ACS.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VIII LESSON # 804

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 5 DUAL - AATD

LESSON OBJECTIVE The objective of this lesson is to increase the student's knowledge and proficiency in the procedures listed below. This includes full and partial panel approaches.

CONTENT:
Lesson Review (One or more approaches as selected by the instructor):

- ILS Approaches
- VOR Approaches
- Localizer Approaches (as appropriate)
- GPS Approaches
- Missed Approach Procedures
- Partial Panel Approach Procedures

COMPLETION STANDARDS:

Headings will be maintained +/-10 degrees, airspeeds +/-10 knots and altitudes +/-100 feet. On precision approaches, the student will demonstrate accurate lateral course interception and tracking and make a transition to the vertical guidance at the correct point. The Course and vertical guidance will be maintained with less than 3/4 scale needle deflection to the missed approach point – DA +100/-0 feet. On non-precision approaches lateral guidance will be maintained with less than 3/4 scale needle deflection. The student will maintain altitude at the MDA +100/-0 feet to the missed approach point. Upon arriving at the missed approach point the student will execute the published missed approach procedure and hold entry.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # AATD FLIGHT STAGE # VIII LESSON # 805

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
								?		?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 6 DUAL – AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE The objective of this lesson is to increase the student's knowledge and proficiency in the procedures listed below. This includes full and partial panel approaches.

CONTENT:
Lesson Review (One or more procedures as selected by the instructor):

Approaches

- ILS
- GPS
- Localizer
- VOR

Partial Panel Approach Procedures

Missed Approach Procedures

Landing from a straight in or circling approach

COMPLETION STANDARDS:

Headings will be maintained +/- 10 degrees, airspeeds +/- 10 knots and altitudes +/- 100 feet and altitude at the MDA +100/-0 feet. On precision approaches, the student will demonstrate accurate lateral course interception and tracking and make a transition to the vertical guidance at the correct point. The Course and vertical guidance will be maintained with less than 3/4 scale needle deflection to the missed approach point – DA +100/-0 feet. On non-precision approaches lateral guidance will be maintained with less than 3/4 scale needle deflection. The student will maintain altitude at the MDA +100/-0 feet to the missed approach point. Upon arriving at the missed approach point the student will either execute the alternate or published missed approach procedure if the runway environment is not in sight; or execute a normal landing if the runway environment is in sight and the student determines the landing can be made using a normal rate of descent and normal maneuvers. The landing will be made to the standards of the private pilot ACS.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VIII LESSON # 806

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 7 DUAL - LOCAL, INSTRUMENT

LESSON OBJECTIVE: The objective of this lesson is to increase the student's knowledge and proficiency in the procedures listed below. This includes full and partial panel approaches.

CONTENT:
Lesson Review (One or more procedures as selected by the instructor):

Approaches

- ILS
- Localizer
- VOR

Partial Panel Approach Procedures

Missed Approach Procedures

Landing from a straight in or circling approach

COMPLETION STANDARDS:

Headings will be maintained +/- 10 degrees, airspeeds +/- 10 knots and altitudes +/- 100 feet and altitude at the MDA +100/-0 feet. On precision approaches, the student will demonstrate accurate lateral course interception and tracking and make a transition to the vertical guidance at the correct point. The Course and vertical guidance will be maintained with less than 3/4 scale needle deflection to the missed approach point - DA +100/-0 feet. On non-precision approaches lateral guidance will be maintained with less than 3/4 scale needle deflection. The student will maintain altitude at the MDA +100/-0 feet to the missed approach point. Upon arriving at the missed approach point the student will either execute the alternate or published missed approach procedure if the runway environment is not in sight; or execute a normal landing if the runway environment is in sight and the student determines the landing can be made using a normal rate of descent and normal maneuvers. The landing will be made to the standards of the private pilot ACS.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VIII LESSON # 807

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 8 DUAL - AIRPLANE
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective of this lesson is to increase the students knowledge and proficiency in the procedures listed below. This includes full and partial panel approaches.

CONTENT:
Lesson Review (One or more procedures as selected by the instructor):

Approaches

- ILS
- Localizer
- VOR
- GPS

Partial Panel Approach Procedures

Missed Approach Procedures

Landing from a straight in or circling approach

COMPLETION STANDARDS:

Headings will be maintained +/- 10 degrees, airspeeds +/- 10 knots and altitudes +/- 100 feet and altitude at the MDA +100/-0 feet. On precision approaches, the student will demonstrate accurate lateral course interception and tracking and make a transition to the vertical guidance at the correct point. The Course and vertical guidance will be maintained with less than 3/4 scale needle deflection to the missed approach point – DA +100/-0 feet. On non-precision approaches lateral guidance will be maintained with less than 3/4 scale needle deflection. The student will maintain altitude at the MDA +100/-0 feet to the missed approach point. Upon arriving at the missed approach point the student will either execute the alternate or published missed approach procedure if the runway environment is not in sight; or execute a normal landing if the runway environment is in sight and the student determines the landing can be made using a normal rate of descent and normal maneuvers. The landing will be made to the standards of the private pilot ACS.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VIII LESSON # 808

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 9 DUAL LOCAL-INSTRUMENT
UNIVERSITY OF OKLAHOMA
LESSON OBJECTIVE:

The objective of this lesson is to increase the student's knowledge and proficiency in the procedures listed below. This includes full and partial panel approaches.

CONTENT:
Lesson Review (One or more procedures as selected by the instructor):

Approaches

- ILS
- Localizer
- VOR
- GPS

Partial Panel Approach Procedures

Missed Approach Procedures

Landing from a straight in or circling approach

COMPLETION STANDARDS:

Headings will be maintained +/- 10 degrees, airspeeds +/- 10 knots and altitudes +/- 100 feet and altitude at the MDA +100/-0 feet. On precision approaches, the student will demonstrate accurate lateral course interception and tracking and make a transition to the vertical guidance at the correct point. The Course and vertical guidance will be maintained with less than 3/4 scale needle deflection to the missed approach point – DA +100/-0 feet. On non-precision approaches lateral guidance will be maintained with less than 3/4 scale needle deflection. The student will maintain altitude at the MDA +100/-0 feet to the missed approach point. Upon arriving at the missed approach point the student will either execute the alternate or published missed approach procedure if the runway environment is not in sight; or execute a normal landing if the runway environment is in sight and the student determines the landing can be made using a normal rate of descent and normal maneuvers. The landing will be made to the standards of the private pilot ACS.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VIII LESSON # 809

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII LESSON 10 QUIZ
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective of this lesson is to evaluate the student's knowledge of this stage through a quiz.

CONTENT: The quiz will cover the following area:

Instrument Approach Procedures

COMPLETION STANDARDS:

This lesson is complete when the student scores 70% or better. In addition, the instructor is responsible for reviewing those questions missed.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # QUIZ FLIGHT STAGE # VIII LESSON # 810

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
										?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE VIII FLIGHT LESSON 11
DUAL-AIRPLANESTAGE CHECK
UNIVERSITY OF OKLAHOMA
INSTRUMENT PROCEDURES AND APPROACHES
LESSON OBJECTIVE:

During this lesson the student will be evaluated on instrument approach procedures. This stage check will be conducted by the Chief/Assistant Flight Instructor or a Check Instructor.

CONTENT:
Lesson Review (One or more procedures as selected by the check pilot):

- Approaches
- ILS
- Localizer
- VOR
- GPS
- Partial Panel Approach Procedures
- Missed Approach Procedures
- Landing from a straight in or circling approach

COMPLETION STANDARDS:

The student should demonstrate instrument pilot proficiency, as outlined in the current FAA Instrument Rating – Airman Certification Standards, in each of the listed procedures.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # VIII LESSON # 811

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

**UNIVERSITY OF OKLAHOMA
INSTRUMENT PILOT CERTIFICATION COUSE
STAGE IX**

STAGE OBJECTIVE

The purpose of stage IX is to introduce the student to IFR cross-country procedures and to increase the student's proficiency to the level required of an instrument rated pilot.

COMPLETION STANDARD

At the completion of Stage IX, the student must be able to demonstrate all IFR flight maneuvers and procedures at the proficiency level of an instrument rated pilot, as outlined in the current FAA Instrument Rating – Airplane Airman Certification Standards.

STAGE IX FLIGHT LESSON 1 DUAL – AIRPLANE, CROSS-COUNTRY

LESSON OBJECTIVE During this lesson, the student will plan and conduct an IFR cross-country flight. During the flight, the student will become familiar with IFR departure and arrival procedures.

CONTENT:
Lesson Review

- Filing an IFR Flight Plan
- Air Traffic Control Clearances
- Navigation using VOR and GPS
- Precision and Nonprecision Approaches (as selected by the instructor)
- Simulated Emergency Procedures
- Landing from a straight in or circling approach
- Postflight Procedures

Lesson Introduction

Ensuring currency/proficiency and establishing personal minimums for IFR Flight

IFR Cross-Country Flight Planning

- Obtaining Weather Information
- Aircraft Performance, Limitations, and Systems Related to IFR Operation
- Use of IFR enroute charts
- Calculation of magnetic heading, ETE and fuel consumption

IFR Clearances Departure and Arrival Procedures

Enroute Course Changes

COMPLETION STANDARDS:

The student will perform the tasks above to the level required by the current FAA Instrument Rating – Airplane Airman Certification Standards.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # IX LESSON # 901

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?				?		?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE IX FLIGHT LESSON 2 DUAL - CROSS-COUNTRY, INSTRUMENT
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective of this lesson is to increase the student's proficiency in instrument cross-country procedures by conducting another IFR cross country flight.

CONTENT:
Lesson Review

Ensuring currency/proficiency and establishing personal minimums for IFR Flight

IFR Cross-Country Planning

Filing an IFR Flight Plan

Obtaining an IFR Clearance

- Clearance Copying
- Clearance Readback

IFR Departure Procedures and Clearances

 IFR Enroute Procedures and Clearances
 IFR Approach Procedures and Clearances

Canceling an IFR Flight Plan

Precision and Nonprecision Approaches (as selected by the instructor)

Holding (as selected by the instructor)

Landing from straight in or circling approach

Postflight Procedures

COMPLETION STANDARDS:

The student will perform the tasks above to the level required by the current FAA Instrument Rating – Airplane Airman Certification Standards.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # IX LESSON # 902

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?				?		?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE IX FLIGHT LESSON 3 DUAL – AIRPLANE, CROSS-COUNTRY
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: This flight gives the student an in-depth and in-detail exposure to IFR cross-country operations, including departure, enroute, emergency, and arrival procedures. The flight must be a distance of at least 250 n.m. in length along airways or ATC-directed routing with one segment of the flight consisting of at least a straight-line distance of 100 n.m. between airports and involves an instrument approach at each airport; and involves three different kinds of approaches with the use of navigation systems.

CONTENT:
Lesson Review

Ensuring currency/proficiency and establishing personal minimums for IFR Flight

IFR Cross-Country Planning

Filing an IFR Flight Plan

Preflight Check of Instruments and Equipment

Obtaining an IFR Clearance

Departure Procedures and Clearances

- Departure Procedures

- Use of Radar

Enroute Procedures and Clearances

- Navigation Using VOR's and GPS

- Holding

- Enroute Course Changes

Simulated Emergency Procedures

- Loss of Communications

- Radio Failure

- Instrument Failure

- Systems Failure

- Icing

- Turbulence

- Low Fuel Supply

- Engine Failure

Arrival Procedures and Clearances

- Use of Arrival Procedures

- Use of Radar

- At least three different instrument approaches, including one approach at each airport (as determined by the instructor)

- Circling Approach Procedures

- Missed Approach Procedures

- Landing from a straight in or circling approach

Postflight Procedures

COMPLETION STANDARDS:

The student will perform the tasks above to the level required by the current FAA Instrument Rating – Airplane Airman Certification Standards.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

AIRCRAFT # CRM FLIGHT STAGE # IX LESSON # 903

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?				?		?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE IX FLIGHT LESSON 4 LOCAL - DUAL, AIRPLANE
UNIVERSITY OF OKLAHOMA
INSTRUMENT PROCEDURES AND APPROACHES

LESSON OBJECTIVE: The objective of this lesson is to evaluate the student's proficiency in the proper execution of holding patterns and instrument approach procedures.

CONTENT:
Lesson Review (As Selected by the Instructor)

Precision Approaches

Nonprecision Approaches (full and partial panel)

Circling Approach Procedures

Straight-In Approach Procedures

Missed Approach Procedures

Unusual Attitudes

Landing From a Straight In or Circling Approach

Postflight Procedures

COMPLETION STANDARDS:

The student will perform the tasks above to the level required by the current FAA Instrument Rating – Airplane Airman Certification Standards.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # IX LESSON # 904

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____

FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE IX FLIGHT LESSON 5 DUAL - AIRPLANE

LESSON OBJECTIVE: The objective of this lesson is to evaluate the student's proficiency in preparation for the final stage check.

CONTENT:
Lesson Review (As Selected by the Instructor)

Precision Approaches

Nonprecision Approaches (full and partial panel)

Circling Approach Procedures

Strait-In Approach Procedures

Missed Approach Procedures

Unusual Attitudes

Landing From a Straight In or Circling Approach

Postflight Procedures

COMPLETION STANDARDS:

The student will perform the tasks above to the level required by the current FAA Instrument Rating – Airplane Airman Certification Standards

UNIVERSITY OF OKLAHOMA

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # IX LESSON # 905

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____ REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE IX LESSON 6 QUIZ
UNIVERSITY OF OKLAHOMA

LESSON OBJECTIVE: The objective of this lesson is to test the student's knowledge of this stage through a quiz.

CONTENT: The quiz will cover the following areas

Cross Country Flight Planning
 Weather
 Holding
 Instrument Approaches

COMPLETION STANDARDS:

This lesson is complete when the student scores a 70% or better. In addition, the instructor is responsible for reviewing those questions missed.

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

AIRCRAFT # QUIZ FLIGHT STAGE # IX LESSON # 906

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
										?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE IX FLIGHT LESSON 7 DUAL - AIRPLANE
FINAL STAGE CHECK
LESSON OBJECTIVE:

This lesson is the final stage check conducted by the Chief or Assistant Chief Flight Instructor or Check Instructor approved by the FSDO. During this lesson, the student must demonstrate Knowledge (KN), Risk Management (RM) and Skill (SK) as required by the FAA Instrument Rating – Airplane Airman Certification Standards. The order of material examined under lesson content is based on how this material may be covered during the ground and flight portions of the practical test. The material is not required to be covered in this order as long as it is covered in its entirety. The ground portion of the test must be completed prior to the flight portion of the test.

PRE-TEST PLANNING:

The evaluator will check for updates to the Airman Certification Standards. Any changes will be incorporated into the evaluation.

The evaluator will list the ACS codes missed on the knowledge test and annotate these codes on the KN or RM line for each task or groups of tasks in the ground portion of the lesson plan. These items must be evaluated as part of the practical test.

CONTENT:

Cross Country Flight Scenario. The applicant will plan an instrument cross country flight from OUN to an airport outside of the OKC area into Class C or B airspace. The applicant will use real world weather in the flight planning process. In both the ground and flight portions of the test the evaluator will present the applicant with different situations within the scenario (weather, equipment failure, ATC requests, medical issues etc.) In the process of demonstrating the KN, RM and SK to deal with these situations as many of the tasks as possible will be evaluated. Any remaining tasks will be evaluated outside the context of the scenario. In some cases tasks are grouped together to facilitate evaluation as part of a scenario. The evaluator will make note of unsatisfactory performance on the KN, RM or SK lines as appropriate.

(CONTINUED ON NEXT PAGE)

UNIVERSITY OF OKLAHOMA

STUDENT NAME _____ ID# _____

INSTRUCTOR NAME _____ CERT# _____

 AIRCRAFT # CRM FLIGHT STAGE # IX LESSON # 907

SAT ____% UNSAT ____% INCOMPLETE ____% CANCELLATION _____

HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:

1. Circle appropriate status/grade and put number (%) grade on line.
2. If cancellation state reason.

 REMARKS: _____
 FOR U OR I: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS

FOR XC FLIGHTS, LIST DESTINATIONS: _____

DI	So	Dnt	Snt	Dxc	Sxc	Idl	Nldg	AATD	CA	PP	GI
?						?				?	

DATE: _____

ENTERED BY _____

TIME: IN _____

INVOICE _____ FLIGHT REC _____

OUT _____

SYLL. LESSON _____

TOTAL _____

PROCESSED ON _____

HOBBS / TAC IN _____

REMARKS: _____

OUT _____

TOTAL TIME _____

STUDENT SIGNATURE _____

INSTRUCTOR SIGNATURE _____

STAGE IX FLIGHT LESSON 7 DUAL - LOCAL, INSTRUMENT (CONT'D)

GROUND PORTION OF PRACTICAL TEST

All SK elements must be evaluated. At least one KN and one RM element from each task must be evaluated. If an element was missed on the knowledge test evaluation of this element may count as the one element to be evaluated. At the evaluator's discretion more than one element may be evaluated.

Pilot Qualifications (AOI, Task A)

KN:

RM:

SK:

Weather Information (AOI, Task B)

KN:

RM:

SK:

Cross-Country Flight Planning (AOI, Task C)

Departure, En Route and Arrival Operations (AOV, Task B)

Aircraft Systems Related to IFR Operations (AOII, Task A)

Aircraft Flight Instruments and Navigation Equipment (AOII, Task B)

Loss of Communications (AOVII, Task A)

KN:

RM:

SK:

FLIGHT PORTION OF THE PRACTICAL TEST

All SK elements must be evaluated. At least one KN and RM element from each task will be evaluated through observation and/or questioning with emphasis on application of these elements in execution of SK associated with each task.

(CONTINUED ON NEXT PAGE)

In order to facilitate execution of the scenario the evaluator will simulate ATC to issue clearances and respond to requests from the applicant. Care must be exercised to ensure communication and compliance with actual ATC clearances (usually OUN Tower and OKC Approach) especially when operating in Class C and D airspace. After the applicant simulates a request or response to the evaluator, the evaluator will direct the applicant to contact ATC as required.

Instrument Flight Deck Check (AOII, Task C)

SK:

KN:

RM:

Aircraft Flight Instruments and Navigation Equipment (AOII, Task B)
Evaluated Throughout the Flight

SK:

KN:

RM:

Instrument Flight (AOIV, Task A) Evaluated Throughout the Flight

SK:

KN:

RM:

Compliance with Air Traffic Control Clearances (AOIII, Task A)
Evaluated Throughout the Flight

SK:

KN:

RM:

STAGE IX FLIGHT LESSON 7 DUAL - LOCAL, INSTRUMENT (CONT'D)

Departure, En Route, and Arrival Operations (AOV, Task B)
Evaluated Throughout the Flight

SK:

KN:

RM:

Intercepting and Tracking Navigational Systems and DME ARCS
(AOV, Task A) Evaluated Throughout the Flight

SK:

KN:

RM:

Simulated Operation of Anti/Deice Equipment (AOII, Task A)

SK:

KN:

RM:

Obtain Weather During Flight (AOI, Task B)

SK:

KN:

RM:

Loss of Communication (AOVII, Task A)
Evaluated at Some Point During the Flight

SK:

KN:

RM:

Recovery from Unusual Flight Attitudes (AOIV, Task B)
Evaluated at Some Point During the Flight

SK:

KN:

RM:

Holding Procedures (AOIII, Task B)

SK:

KN:

RM:

Nonprecision Approach (AOVI, Task A)

SK:

KN:

RM:

Precision Approach (AOVI, Task B)

SK:

KN:

RM:

(CONTINUED ON NEXT PAGE)

STAGE IX FLIGHT LESSON 7 DUAL - LOCAL, INSTRUMENT (CONT'D)

Circling Approach (AOVI, Task D) from a nonprecision approach which must be different type of approach than first nonprecision approach.

SK:

KN:

RM:

Missed Approach (AOVI, Task C) Execute the published or alternate missed approach procedure from one of the above approaches.

SK:

KN:

RM:

Landing from an Instrument Approach (AOVI, Task E) Execute a landing from one of the above approaches.

SK:

KN:

RM:

Approach with Loss of Primary Flight Instrument Indicators (AOVII, Task D) Fail the Attitude Indicator and DG for one of the nonprecision approaches above.

SK:

KN:

RM:

Postflight Checking Instruments and Equipment (AOVIII, Task A)

SK:

KN:

RM:

COMPLETION STANDARDS

The student will demonstrate proficiency in strict accordance with the Instrument Rating – Airplane Airman Certification Standards

OK: Task performed satisfactorily within ACS standards.

U: Performance on task not within ACS standards. Explanation of Unsatisfactory performance in KN, RM and/or SK lines as Appropriate.

NC: Task not evaluated due to not completing the test – weather cancellation, maintenance, termination due to failure on an earlier task, etc.

APPENDIX B
UNIVERSITY OF OKLAHOMA
COURSE POLICIES

1. At the discretion of the instructor, students who progress rapidly within a specific stage, may within reasonable variances, continue to the next lesson with less time than is specified in the specific lesson curriculum, provided all content and completion standards are satisfactorily completed. The time stated in the lesson is the approximate minimum time that a student would need to meet the lesson objectives and completion standards; not absolute required times. The lesson time could be slightly more or slightly less. These reduced hours must be included in other lessons to complete the total ground or flight time specified by category in the training course outline in order to satisfactorily complete the course.
2. At no time will a student be allowed to continue to the next stage without having successfully completed all of the lessons and the required tests or stage checks related to the completion of the previous stage.
3. Any lesson stated as an AATD lesson may be flown in an aircraft, or AATD. The lesson will include the required pre- and post-flight procedures.
4. Flight training for this course will be done in accordance with the F.A.A approved syllabus. Deviations from the syllabus due to student training requirements, weather related factors, or other items as necessary will be allowed as long as the following requirements are met:
 - 1.) A notation will be made in the student training record as to the lesson covered and the reason for the deviation.
 - 2.) The student will complete all syllabus requirements before a graduation certificate is issued.
5. To satisfactorily complete the course of training, the student must meet all course objectives and completion standards. The student must complete the required ground training. The student must complete 25.2 hours dual training (which includes 21.2 hours of IDL) in the airplane. IDL plus AATD time must add up to at least 35.2 hours. **A shortage of IDL time can not be made up in an AATD.**

APPENDIX C

UNIVERSITY OF OKLAHOMA PRACTICE AREAS

The University of Oklahoma Department of Aviation has three (3) practice areas used for normal flight training operations on a daily basis. They are designated practice area 'A', 'B', and 'C'.

Practice area 'A' is described as an area southwest of Max Westheimer Airport bounded on the north by State Highway 9, on the south by the 35° line of latitude, on the west by the line extending north and south along a similar direction road extending south from the town of Blanchard, and on the east by the line formed by the railroad tracks running southeast from Norman, OK along and near Interstate Highway 35.

Practice area 'B' is described as an area southeast of Max Westheimer Airport bounded on the north by State Highway 9, on the south by State Highway 33, on the west by the railroad tracks extending southeast from Norman, OK, and on the east by an imaginary line extending south from the east side of Lake Thunderbird and ending at State Highway 33.

Practice area 'C' is described as an area west of Max Westheimer Airport bounded on the north by an imaginary line extending west from State Highway 9 southwest of Norman, Ok. to the town of Pocosset, OK., on the south by the 35° line of latitude, on the west by the line extending north and south along a similar direction road extending north from the town of Chickasha, OK. and on the east by the line extending north and south along a similar direction road extending south from the town of Blanchard, OK.

