AVIA 1222
PRIVATE PILOT CERTIFICATE COURSE
UNIVERSITY OF OKLAHOMA
2021-03-02

_________________________    _____, 20______

I, ________________________________, have acquired and have in my possession a copy of
the training course outline, training syllabus, and safety procedures and practices for AVIA 1222, Primary Flying.

__________________________________________
Student Signature

__________________________________________
Flight Instructor Signature

__________________________________________
Chief Flight Instructor Signature
UNIVERSITY OF OKLAHOMA  
DEPARTMENT OF AVIATION  
PRIVATE PILOT CERTIFICATION COURSE

This course fulfills the requirements of 14 CFR, Section 141, Appendix B for obtaining a private 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 a private 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 a private pilot certificate have been met. The specific requirements for each test and stage check are described in the appropriate syllabus lesson. At the completion of the ground training syllabus the student will pass the end of course test with a score of 70%. This test is the equivalent of the FAA private pilot knowledge test. At the completion of flight training syllabus the student will pass the end of course stage check, based on the current Private Pilot Airman Certification Standards (ACS).

**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. VFR airplanes are equipped for day and night VFR as specified in 14 CFR, Section 91.205. Radio equipment will consist of at least one VHF transceiver and at least one VOR receiver. Redbird and Precision Flight Controls AATD’s are also used. They meet the requirements of 14 CFR, Section 141.41.
UNIVERSITY OF OKLAHOMA
DEPARTMENT OF AVIATION
PRIVATE PILOT CERTIFICATION 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/instrument certificate with an airplane category rating and a single-engine class rating 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/instrument certificate with an airplane category rating and a single-engine class rating 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/instrument certificate with an airplane category rating and single-engine class rating 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 an airplane category rating and a single-engine class rating and have at least a second class medical certificate.

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

COURSE ENROLLMENT: You must hold a student, recreational or sport pilot certificate with at least a third class medical certificate prior to beginning solo flight in the private pilot certification course.

REQUIREMENTS FOR GRADUATION: To obtain a private pilot certificate, you must be able to read, speak, and understand the English language and have a valid FAA third-class medical certificate and 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 B. 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, Assistant Chief Flight Instructor or Check Instructor and will be conducted in accordance with the current Private Pilot Airman Certification Standards and will be at least equal in scope, depth, and difficulty to that practical test.
DISPATCH PROCEDURES - The provisions of 14 CFR, Section 91.103 will be met prior to aircraft dispatch. For both dual and solo flights 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. For all solo cross country flights the student will also complete a Cross Country Sign Out form (available in the dispatch area). For at least the first four lessons in the private pilot course the instructor will accompany the student while dispatching and preflighting the aircraft. Aircraft keys are kept in a lock box in the dispatch area and will be issued upon completion of the above procedures. Notification of solo students returning after normal business hours (Monday through Friday after 5:00 PM, or any time on weekends and holidays): The instructor will tell the student to call the OU mobile phone number at 405-919-6319 upon return. If the solo departure is during normal business hours the instructor will place a note in the Chief Flight Instructor's box indicating the student name, aircraft tail number and itinerary of the flight. The Chief Flight Instructor or designated assistant checks this box prior to departure each day. If the solo departure is after normal business hours, the instructor will call the OU mobile phone number with this information.

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 - In the event a student landing is accomplished at an unscheduled destination for any reason, the student is to contact the Aviation Department at (405) 325-7231 (Long Distance instate toll free 1-800-522-0772 ext. 7231), or OU Aviation mobile phone at 405-919-6319 prior to determining any further course of action.

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
- 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 lose 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. Solo fuel reserves will be one hour remaining after the full stop landing on both local and cross-country flights. Dual fuel reserves will be 30 minutes daytime, 45 minutes nighttime remaining after full stop either local or cross-country.

MINIMUM ALTITUDES - Minimum altitude for solo maneuver practice 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.

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 REQUIRED FOR SOLO FLIGHT:

Solo Traffic Pattern:
- 1,500' ceiling
- 3 miles visibility

Solo Area Work:
- 2,500' ceiling
- 5 miles visibility

Solo X-C:
- 2,500' ceiling
- 10 miles visibility

This minimum applies for the entire route to be flown and the forecast must indicate an improvement or to remain the same.

* Dual - All flights, except Instrument:
- 1,000' ceiling
- 3 miles visibility

* Special VFR Closed Traffic Pattern Operations may not be conducted unless normal traffic pattern altitude can be obtained. IFR operations will not be conducted unless weather minimums are at or above the specified approach minimums for the current instrument approach in use at Max Westheimer Airport.

WIND LIMITS:

Solo: Maximum 25 knots - Maximum 10 knots gust spread
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. Solo students returning after hours when the main office is locked will leave the aircraft checklists and syllabus sheet in the aircraft. The aircraft keys will be placed in the envelope slot in the door to the large hangar. All solo students returning after normal business hours (5:00 PM, Monday through Friday or any time on weekends and holidays) will call the OU mobile phone at 919-6319 to report completion of the flight.

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.
**UNIVERSITY OF OKLAHOMA**  
PRIVATE PILOT CERTIFICATION COURSE  
PRIVATE PILOT STAGES I, II, III  
LESSON TIME ALLOCATION

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*By the end of lesson III/4 the student will have made 10 night takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

**By the end of lesson III/6 the student will have made three solo takeoff and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

***These are the minimum times required in each flight category for course completion.

**DL NGT** = Dual Night  
**DL XC** = Dual Cross Country  
**SO XC** = Solo Cross Country  
**INST DL** = Instrument Dual  
**FTD** = Flight Training Device (AATD or PCATD)
STAGE ONE

STAGE OBJECTIVE

During this stage, the student obtains the foundation for all future aviation training. The student becomes familiar with the training airplane and learns how the airplane controls are used to establish and maintain specific flight attitudes. Through review and the introduction of new maneuvers, the student will gain the proficiency to solo the training airplane in the traffic pattern.

STAGE COMPLETION STANDARD

At the completion of this stage, the student will demonstrate an understanding of the basic flight maneuvers introduced in Flights 1 through 5. Additionally, the student will understand how to maintain specific flight attitudes and ground tracks. The student will have successfully soloed in the local area. In addition, the student will have the proficiency required for introduction of maximum performance takeoff and landing procedures in the following stage.
STAGE I FLIGHT LESSON 1 DUAL-LOCAL

LESSON OBJECTIVE:
During this lesson, the student is introduced to the training airplane. The student will learn how to conduct the necessary preflight activities, be introduced to the flight controls, and learn how they are used to maintain specific attitudes.

CONTENT:
Lesson Introduction
- Preflight Preparations and Procedures
  - Certificates and Documents
  - Airplane Logbooks
  - Use of Checklists
  - Visual Inspection
  - Airplane Servicing
  - Fuel Grades
  - Airplane Systems
  - Equipment Checks
  - Location of First Aid Kit
  - Location of Fire Extinguisher
- Flight Orientation
  - Engine Starting
  - Radio Communications
  - Taxi
  - Pretakeoff Check
  - Use of trim
  - Normal Takeoff and Climb
  - Climb
  - Level off
  - Straight-and-Level Flight
  - Shallow and Medium banked turns in both directions
  - Normal Approach and Landing
  - Postflight Procedures

COMPLETION STANDARDS:
At the completion of this lesson, the student will have knowledge of aircraft systems and the necessity of checking their operation before flight. Additionally, the student will be familiar with the control systems and how they are used to maneuver the airplane on the ground and in the air.
STAGE I FLIGHT LESSON 2 DUAL - LOCAL

LESSON OBJECTIVE:
During this lesson, the student will review the procedures introduced in Flight Lesson 1 to gain proficiency in turn performance and airspeed control techniques. Basic maneuvers by instrument reference are introduced to increase the student's airplane control skills.

CONTENT:
Lesson Review
- Visual Inspection
- Certificates and Documents
- Airplane Servicing
- Airplane Systems
- Engine Starting
- Radio Communications
- Taxi
- Use of Trim
- Pretakeoff Check
- Normal Takeoff and Climb
- Straight-and-Level Flight (VR)
- Climbs (VR)
- Shallow and medium banked turns in both directions (VR)
- Normal Approach and Landing
- Postflight Procedures

Lesson Introduction
- Airport Operations
- Airport and Runway Marking and Lighting
- Crosswind Taxi
- Airspeed Transitions
- Flight at Approach Airspeed
- Collision Avoidance Precautions
- Airport traffic pattern entry and departure procedures
- Straight-and-Level Flight (IR)
- Straight, Constant Airspeed Climbs (IR)
- Straight, Constant Airspeed Descents (IR)

COMPLETION STANDARDS:
At the completion of this lesson, the student will be able to make takeoffs with instructor assistance. Preflight activities will be conducted accurately, and the student will display an increased understanding and proficiency in coordinated airplane attitude control. Additionally, the student should be familiar with the control usage necessary to maintain altitude within 250 feet during airspeed changes.
STAGE I FLIGHT LESSON 3 DUAL – LOCAL

LESSON OBJECTIVE:
During this lesson, the student will review airspeed control maneuvers and be introduced to stalls from various flight conditions to increase understanding of airplane control during normal and critical flight conditions.

CONTENT:
Lesson Review
- Visual Inspection
- Engine Starting
- Radio Communications
- Pretakeoff Check
- Normal Takeoff and Climb
- Airport traffic Pattern entry and departure procedures
- Collision Avoidance Precautions
- Airspeed Transitions
- Flight at Approach Airspeed
- Normal Approach and Landing
- Airport and Runway Marking and Lighting

Lesson Introduction
- Maneuvering at Critically Slow Airspeeds
- Power-Off Stalls (Imminent)
- Power-On Stalls (Imminent)
- Descents with and without using high and low drag configurations

COMPLETION STANDARDS:
The student will perform unassisted takeoffs; however, landings will be completed with instructor assistance. The student will demonstrate correct communications and traffic pattern procedures. Additionally, altitude maintenance during airspeed transitions and maneuvering at critically slow airspeeds will be within +/- 250 feet.
STAGE I FLIGHT LESSON 4 DUAL – LOCAL

LEON OBJECTIVE:
During this lesson, the student will practice the maneuvers listed for review to gain additional proficiency and demonstrate the ability to recognize and recover from imminent stalls. The student also will receive instruction and practice in the maneuvers and procedures listed for introduction.

CONTENT:
Lesson Review
- Maneuvering at Critically Slow Airspeeds
- Power-Off Stalls (Imminent)
- Power-On Stalls (Imminent)
- Normal Takeoffs and Landings
- Collision Avoidance Precautions
- Descents with and without turns using high and low drag configurations

Lesson Introduction
- Wake Turbulence Avoidance
- Emergency Descent
- Systems and Equipment Malfunctions
- Climbing and Descending Turns
- Steep Turns (medium and steep banked turns in both directions)
- Accelerated Maneuver Stalls (Imminent)
- Turns to Headings
- Flight at Slow Airspeeds with Realistic Distractions, and the Recognition of and Recovery from Stalls Entered from Straight Flight and from Turns

COMPLETION STANDARDS:
The student will be familiar with the procedures used during emergency approach and landing situations. Additionally, the student will demonstrate improved performance with regard to recognition of and recovery from imminent stalls and maneuvering at critically slow airspeeds.

STUDENT NAME _______________________________ ID# __________________
INSTRUCTOR NAME ____________________________ CERT# ______________
AIRCRAFT #CRM FLIGHT STAGE # 1 LESSON # 104
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: __________________________________________________________
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TIME: IN _____________ INVOICE ______ FLIGHT REC ______
OUT ______________ SYLL. LESSON ______________
TOTAL _____________ PROCESSED ON ______________
HOBBS / TAC: IN _______/_______ REMARKS: ______________
OUT _______/_______
TOTAL TIME ______________

STUDENT SIGNATURE _____________________________________________
INSTRUCTOR SIGNATURE ____________________________________________________________________
STAGE I FLIGHT LESSON 5 DUAL - LOCAL

LESSON OBJECTIVE:
This lesson is a review. The student also is introduced to ground reference maneuvers and full stalls. Finally, maneuvering at critically slow airspeeds is introduced by instrument reference.

CONTENT:
Lesson Review
- Maneuvering at Critically Slow Airspeeds (VR)
- Imminent Stalls
- Flight at Slow Airspeeds with Realistic Distractions
- Recognition of Recovery from Stalls Entered from Straight Flight and from Turns
- Emergency Descent
- Emergency Approach and Landing
- Approaches to the landing area with engine power at idle and with partial power

Lesson Introduction
- Rectangular Courses
- S-Turns Across a Road
- Turns Around a Point
- Maneuvering at Critically Slow Airspeeds (IR)
- Power-Off Stalls (Full)
- Power-On Stalls (Full)
- Steep Turns (IR)
- Turns to Headings (IR)
- Normal take-off and landings

COMPLETION STANDARDS:
The student will display the ability to maintain a specific ground track, using coordinated control inputs. Additionally, the student will maintain altitude within +/- 225 feet and headings within +/- 15° during straight-and-level flight. Finally, the student will demonstrate the ability to recognize and recover from full stalls.
STAGE I FLIGHT LESSON 6 DUAL – LOCAL

LESSON OBJECTIVE:
During the lesson, the student will practice the review maneuvers to gain proficiency. Additionally, slips and crosswind takeoffs and landings are introduced so the student may begin to learn this procedure during varying wind conditions.

CONTENT:
Lesson Review
- Rectangular Courses
- S-Turns Across a Road
- Turns Around a Point
- Normal Takeoffs and Landings
- Traffic Pattern Operations
- Wake Turbulence Avoidance

Lesson Introduction
- Go-Arounds From a Rejected Landing - go-around from final approach and from the landing flare in various flight configurations, including turns
- Forward Slips to Landing
- Crosswind Takeoff and Climb
- Crosswind Approach and Landings
- ATC Light Signals
- Forced landing procedures initiated at take-off, during initial climb, cruise, descents, and in the landing pattern

COMPLETION STANDARDS:
The student will be able to fly specific ground tracks while maintaining altitude within +/- 200 feet. The student will demonstrate an understanding of how the slip is used to perform crosswind landings.

STUDENT NAME ____________________ ID# ____________________
INSTRUCTOR NAME ___________________ CERT# ___________________

AIRCRAFT # _CRM_ FLIGHT _STAGE_ # _I_ LESSON # _106_

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 I OR U: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS
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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 I FLIGHT LESSON 7 DUAL – LOCAL

LESSON OBJECTIVE:
During this lesson, the student will practice instrument flight maneuvers, and takeoffs and landings in preparation for solo flight.

CONTENT:
Lesson Review
- Straight-and-Level Flight (VR-IR)
- Steep Turns (VR-IR)
- Straight, Constant Airspeed Climbs (VR-IR)
- Straight, Constant Airspeed Descents (VR-IR)
- Climbing and Descending Turns
- Turns to Headings (IR)
- Crosswind Takeoff and Climb
- Crosswind Approach and Landing
- Go-Around From a Rejected Landing
- Forward Slips to Landing
- Emergency Descent
- Emergency Approach and Landing
- ATC Light Signals
- Forced landing procedures initiated at take-off, during initial climb, cruise, descents, and in the landing pattern

COMPLETION STANDARDS:
The student should demonstrate increased skill in instrument scan and interpretation during instrument flight. Takeoffs, landings, and go-arounds should be performed without instructor assistance.

STUDENT SIGNATURE __________________________________________________
INSTRUCTOR SIGNATURE _____________________________________________
STAGE I FLIGHT LESSON 8 DUAL – LOCAL

LESSON OBJECTIVE:
During this lesson, the instructor will evaluate the student's progress to determine readiness for solo flight and to correct any faulty performance areas.

CONTENT:
Lesson Review
- Engine Starting
- Radio Communications
- Normal and/or Crosswind Taxi
- Pretakeoff Check
- Normal and/or Crosswind Takeoff and Climb
- Power-Off Stalls (Full)
- Power-On Stalls (Full)
- Maneuvering at Critically Slow Airspeeds
- Flight at Slow Airspeeds with Realistic Distractions
- Recognition of and Recovery from Stalls Entered from Straight Flight and from Turns
- Straight-and-Level Flight (IR)
- Steep Turns (IR)
- Turns to Headings (IR)
- Constant Airspeed Climbs (IR)
- Constant Airspeed Descents (IR)
- Systems and Equipment Malfunctions
- Emergency Descent
- Emergency Approach and Landing
- Traffic Pattern Operations
- Go-Around from a Rejected Landing
- Normal and/or Crosswind Approach and Landing

COMPLETION STANDARDS:
The student will display the ability to solo the training airplane safely in the local area. At no time will the safety of the flight be in question.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _______________________________ ID# __________________
INSTRUCTOR NAME ____________________________ CERT# _______________
AIRCRAFT # CRM  FLIGHT  STAGE #  I  LESSON #  108
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: ______________________
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TIME:  IN _______________  INVOICE ______  FLIGHT REC ______
OUT _______________  SYLL. LESSON _______________
TOTAL _______________  PROCESSED ON _______________

HOBB'S / TAC:  IN ______/__________  REMARKS: _______________
OUT ______/__________
TOTAL TIME _______________

STUDENT SIGNATURE ________________________________________________
INSTRUCTOR SIGNATURE ____________________________________________
STAGE I FLIGHT LESSON 9

QUIZ

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

COMPLETION STANDARDS:
The student should score at least a 70% on the quiz. In addition, the instructor is responsible for reviewing those questions missed.
STAGE I FLIGHT LESSON 10 DUAL and SOLO – LOCAL

LESSON OBJECTIVE:
Prior to this flight, the instructor will administer and grade the presolo written exam. During the dual portion of the lesson, the instructor will review takeoff and landing procedures to check the student's readiness for solo flight; and, in the second portion of the lesson, the student will fly the first supervised solo flight in the local traffic pattern.

CONTENT:
Lesson Review
- Engine Starting
- Radio Communications
- Normal and/or Crosswind Taxi
- Pretakeoff Check
- Normal Takeoffs
- Traffic Pattern Operations
- Go-Around From a Rejected Landing
- Normal Landings

Lesson Introduction
Supervised Solo
- Preflight Preparations and Procedures
- Airport Operations
- Radio Communications
- Taxi
- Pretakeoff Check
- Normal Takeoffs and Climbs (3)
- Traffic Pattern Operations
- Normal Approaches and Landings (3)
- Postflight Procedures

COMPLETION STANDARDS:
This lesson is complete when the student successfully passes the presolo written exam and accomplishes a supervised solo as directed by the instructor. The student will adhere to established traffic pattern procedures and demonstrate that solo flight in the traffic pattern can be accomplished safely.
STAGE I FLIGHT LESSON 11 DUAL - STAGE CHECK

LESSON OBJECTIVE:
During this stage check, the chief instructor or a designated assistant evaluates the student's solo abilities to determine if the student is prepared to depart the traffic pattern area on future solo flights.

CONTENT:
Lesson Review
- Airplane Systems
- Engine Starting
- Radio Communications
- Taxi
- Pretakeoff Check
- Normal Takeoff and Climb
- Traffic Pattern Operations
- Emergency Descent
- Emergency Approach and Landing
- Collision Avoidance Precautions
- Normal Approach and Landing
- Power On and Power Off Stalls
- Postflight Procedure

COMPLETION STANDARDS:
This lesson and Stage I are complete when the student can competently perform preflight duties and all other procedures necessary for the safe conduct of a solo flight in the local training area. Altitude will be maintained within 150 feet, headings within 15°, and airspeed within 5 knots.
STAGE II

STAGE OBJECTIVE

This stage allows the student to expand the skills learned in the previous stage. The student is introduced to maximum performance takeoff and landing procedures and reviews ground reference maneuvers, which are important steps in preparation for cross-country. The student will learn to plan and conduct cross-country flights using pilotage, dead reckoning, and radio navigation. The student will also learn to conduct safe flight in the national airspace system. Additionally, greater emphasis is placed on attitude control by instrument reference to increase the student’s skill and safety.

STAGE COMPLETION STANDARD

At the completion of this stage, the student will have the proficiency and knowledge of airplane operations that is necessary to begin flight outside the local area. The student will be able to accurately plan and conduct cross country flights. His proficiency level must be such that the safety of his flight is never in question.
STAGE II FLIGHT LESSON 1 DUAL and SOLO – LOCAL

LESSON OBJECTIVE:
During the dual portion of the lesson, the instructor will review takeoff and landing procedures to check the student’s readiness for solo flight; and, in the second portion of the lesson, the student will fly the second supervised solo flight in the local traffic pattern.

CONTENT:
Lesson Review
- Engine Starting
- Radio Communications
- Normal and/or Crosswind Taxi
- Pretakeoff Check
- Normal Takeoffs
- Traffic Pattern Operations
- Go-Around From a Rejected Landing
- Normal Landings

Supervised Solo
- Radio Communications
- Taxi
- Pretakeoff Check
- Normal Takeoffs and Climbs (3)
- Traffic Pattern Operations
- Normal Approaches and Landings (3)
- Postflight Procedures

COMPLETION STANDARDS:
This lesson is complete when the student successfully accomplishes a supervised solo as directed by the instructor. The student will adhere to established traffic pattern procedures and demonstrate that solo flight in the traffic pattern can be accomplished safely.
STAGE II FLIGHT LESSON 2 DUAL – LOCAL

LESSON OBJECTIVE:
During this lesson, the student will learn to obtain the maximum takeoff and landing performance from the training airplane.

CONTENT:
Lesson Review
- Rectangular Courses
- Turns Around A Point
- S-Turns Across a Road
- Maneuvering at Critically Slow Airspeeds
- Flight at Slow Airspeeds with Realistic Distractions, and the Recognition of Recovery from Stalls Entered from Straight Flight and from Turns

Lesson Introduction
- Short-Field Takeoff and Climb
- Soft-Field Takeoff and Climb
- Short-Field Approach and Landing
- Soft-Field Approach and Landing

COMPLETION STANDARDS:
The student will be able to explain what runway conditions necessitate the use of soft-field and short-field takeoff and landing techniques. Additionally, the student will be able to demonstrate the correct procedure to be used under these conditions, although proficiency will not be at the private pilot level.
STAGE II FLIGHT LESSON 3 SOLO – LOCAL

LESSON OBJECTIVE:
During this lesson, the student will practice the listed maneuvers to gain proficiency and confidence.

CONTENT:
Lesson Review
- Normal and/or Crosswind takeoffs and climbs
- Power-off stalls (Imminent)
- Power-on stalls (Imminent)
- Maneuvering at critically slow airspeeds
- S-Turns Across a Road
- Turns Around a Point
- Normal and/or crosswind approaches and landings
- Short-field takeoffs and landings
- Soft-field takeoffs and landings

COMPLETION STANDARDS:
This lesson is complete when the student has conducted the assigned solo flight. During the lesson, the student should attempt to gain proficiency in each of the above listed maneuvers.

STUDENT NAME _______________________________ ID# _________________
INSTRUCTOR NAME ______________________________ CERT# ______________
AIRCRAFT # CRM FLIGHT STAGE # II LESSON # 203

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

FOR XC FLIGHTS, LIST DESTINATIONS: _________________________________

DATE: __________________ ENTERED BY __________________
TIME: IN ____________ INVOICE _____ FLIGHT REC _____
      OUT ____________ SYLL. LESSON _______________
      TOTAL ____________ PROCESSED ON _______________

STUDENT SIGNATURE ________________________________________________
INSTRUCTOR SIGNATURE ____________________________________________
STAGE II FLIGHT LESSON 4 SOLO – LOCAL

LESSON OBJECTIVE:
During this lesson, the student will practice flight maneuvers, as assigned by the flight instructor, with special emphasis on correcting any deficient areas.

CONTENT:
Lesson Review
- Rectangular Courses
- S-Turns Across a Road
- Turns Around a Point
- Maneuvering at Critically Slow Airspeeds
- Power-Off Stalls
- Power-On Stalls
- Short-Field takeoffs and landings
- Soft-Field takeoffs and landings
- Crosswind Approaches and Landings
- Forward Slips to Landing

COMPLETION STANDARDS:
This lesson is complete when the student has conducted the assigned solo flight. During the lesson, the student should attempt to gain proficiency in each of the above listed maneuvers.
STAGE II FLIGHT LESSON 5 DUAL – FTD

LESSON OBJECTIVE:
During this lesson the student is introduced to VFR navigation procedures using VOR's and NDB's in the simulator. In addition, cross-country planning and operational considerations will be discussed during the pre-flight briefing.

CONTENT:
Lesson Introduction
Cross-Country Flight Planning
- Navigation Log
- FAA Flight Plan
- Cockpit Management
- Power Settings and Mixture Control
- Lost Procedures
- Estimates of Ground speed and ETA

Radio Navigation
- VOR Orientation and Tracking
- ADF Orientation and Tracking
- Course Interception
- Position Fix by Radio Aids
- VOR Cross Check

COMPLETION STANDARDS:
The student will demonstrate proficiency in VOR and NDB navigation. This includes VOR orientation, tracking, and course interception and NDB orientation. The student should also have adequate knowledge in all areas of the pre-flight discussion.
STAGE II FLIGHT LESSON 6 DUAL – LOCAL

LESSON OBJECTIVE:
The instructor will evaluate the student's takeoff, landing, and stall performance to determine any areas of weakness. Additionally, airplane control by instrument reference during emergency situations is introduced to broaden the student's knowledge.

CONTENT:
Lesson Review
- Short-Field Takeoffs and Climbs
- Short-Field Approaches and Landings
- Power-Off Stalls (Full)
- Power-On Stalls (Full)

Lesson Introduction
- VOR Orientation and Tracking (VR)
- GPS Orientation and Course Programming (VR)
- Imminent Power-Off Stalls (IR)
- Imminent Power-On Stalls (IR)
- Unusual Attitude Recoveries (IR)
- Emergency Descents and Climbs using Radio Aids and Radar Directives (IR)

COMPLETION STANDARDS:
The student will perform takeoffs and landings smoothly, while maintaining good directional control. All approaches will be stabilized, and airspeed will be within five knots of that desired. The student will also display the correct recovery techniques from unusual attitudes and should be able to initiate emergency climbs and descents by instrument reference using radio aids and radar services.
STAGE II FLIGHT LESSON 7 DUAL - CROSS-COUNTRY

LESSON OBJECTIVE:
During this lesson the student is introduced to the procedures and the techniques to be used during cross-country flight.

CONTENT:

Lesson Introduction
Cross-Country Flight Planning
- Sectional Charts
- Flight Publications
- Route Selection
- Obtaining Weather Information
- Fuel Requirements
- Determining Performance and Limitations
- Navigation Log
- FAA Flight Plan
- Weight and Balance
- Cockpit Management
- Aeromedical Factors

Cross-Country Flight
- Departure
- Opening Flight Plan
- Course Interception (IR)
- Pilotage
- Dead Reckoning
- Power Settings and Mixture Control
- Lost Procedures
- Estimates of Ground speed and ETA
- Position Fix by Radio Aids

Airport Operations
- Controlled Airports
- Uncontrolled Airports
- Use of Approach and Departure Control
- Airports with Heavy Traffic
- Emergency Go-Arounds
- CTAF (FSS or UNICOM) Airports
- At least on landing more than 50 n.m. from departure airport

COMPLETION STANDARDS:
The student will demonstrate the skill to perform cross-country flight. This includes accurate and complete preflight planning, weather analysis, use of FAA publications and charts, adherence to the preplanned flight and the use of pilotage and dead reckoning services.
STAGE II FLIGHT LESSON 8 DUAL - LOCAL, NIGHT

LESSON OBJECTIVE:
During this lesson, the student is introduced to the operational aspects of night flight. Special emphasis is placed upon the student learning the additional planning and flight considerations necessary when operating in the night environment.

CONTENT:
Lesson Introduction
Preflight Preparation
- Aeromedical Factors
- Flight Planning Considerations
- Visual Inspection
- Preparation and Equipment
Night Flight
- Power-off Stalls
- Power-on Stalls
- Steep Turns
- Maneuvering at Critically Slow Airspeeds
- Normal Takeoffs and Climbs
- Normal Approaches and Landings
- Short-Field Takeoffs and Landings
- Soft-Field Takeoffs and Landings

COMPLETION STANDARDS:
The student will display an understanding of the importance of attitude control. Altitude should be controlled within +/- 150 feet during level turns, straight-and level flight, and flight at minimum controllable airspeed. Night stall techniques will be demonstrated. Landing approaches should be stabilized using a constant airspeed and rate of descent to touchdown. Landings will be to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
LESSON OBJECTIVE:
During this lesson, the student is introduced to night cross-country procedures and the proper techniques to be used during flights out of the local training area. This flight prepares the student to make cross-country flights as the sole occupant of the airplane and will consist of a cross country flight of more than 100 n.m. total distance and all landings made to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

CONTENT:
Lesson Introduction
Night Cross-Country flight Planning
- Sectional Charts
- Flight Publications
- Route Selection
- Obtaining Weather Information
- Fuel requirements
- Determining Performance and Limitations
- Navigation Log
- FAA Flight Plan
- Weight and Balance
- Cockpit Management
- Aeromedical Factors
Night Cross-Country Flight
- Departure
- Opening Flight Plan
- Course Interception
- Pilotage
- Dead Reckoning
- VOR Navigation
- GPS Navigation (course programming, use of moving map)
- Power Settings and Mixture Control
- Diversion to an alternate
- Lost Procedures
- Estimates of Ground speed and ETA
- Position Fix by Radio Aids
- Flight on Federal Airways
Night Airport Operations
- Controlled Airports
- Uncontrolled Airports
- Use of Approach and Departure Control
- Airports with Heavy Traffic
- Emergency Go-Arounds
- CTAF (FSS or UNICOM) Airports
- At Least One Landing More Than 50 n.m. From Departure Airport Night Emergency Operations

Night Emergency Operations
- Systems and Equipment Malfunctions
- Emergency Descent
- Emergency Approach and Landing

Lesson Review
Instrument Flight
- VOR Tracking (IR)
- GPS Orientation and Course Tracking (IR)
- Use of Radar Vectors (IR)

COMPLETION STANDARDS:
The student will demonstrate the skill to perform cross-country flights safely as the sole occupant of the airplane. This includes accurate and complete preflight planning, weather analysis, use of FAA publications and charts, adherence to the preplanned flight and the use of pilotage, dead reckoning, and radio navigation.
STAGE II FLIGHT LESSON 10 SOLO - CROSS-COUNTRY

LESSON OBJECTIVE:
During this lesson, the student uses his previously learned cross-country skills during a solo flight. This experience will increase proficiency and confidence, which is necessary in developing a competent private pilot. The flight should consist of at least three short legs with a landing at the completion of each leg.

CONTENT:
Lesson Review
- Preflight Planning
  - Sectional Charts
  - Flight Publications
  - Route Selection
  - Obtaining Weather Information
  - Fuel Requirements
  - Determining Performance and Limitations
  - Weight and Balance
  - Navigation Log
  - FAA Flight Plan
  - Aeromedical Factors
Cross-Country Flight
- VOR and GPS Navigation
- Pilotage
- Dead Reckoning
- Use of Unfamiliar Airports
- Estimates of ETA
- At least one landing More Than 50 n.m From Departure Airport

COMPLETION STANDARDS:
The student will demonstrate accurate planning and conduct of a VFR cross-country flight using the three methods of navigation. Additionally, during the postflight evaluation, the student will show an understanding of the procedures to be followed at unfamiliar airports.

STUDENT NAME _______________________________ ID# _________________
INSTRUCTOR NAME ____________________________ CERT# ______________
AIRCRAFT # _CRM_ FLIGHT STAGE # _II_ LESSON # _210_
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: __________________________________________________________
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      OUT ____________ SYLL. LESSON ______________
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             OUT ________/_______ ________________________________
             TOTAL TIME ______________ __________________________

STUDENT SIGNATURE ____________________________________________
INSTRUCTOR SIGNATURE _________________________________________
STAGE II FLIGHT LESSON 11 QUIZ

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

COMPLETION STANDARDS:
The student should score at least 70% on the quiz. In addition, the instructor is responsible for reviewing those questions missed.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _______________________________ ID# __________________
INSTRUCTOR NAME ____________________________ CERT# __________________

AIRCRAFT # ___________ QUIZ ___________ STAGE # I ___________ LESSON # 211

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: __________________________________________________________

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       OUT ______________  SYLL. LESSON ______________
       TOTAL ____________  PROCESSED ON ________________

HOBBS / TAC: IN _______ / _______    REMARKS: __________________
              OUT _______ / _______    __________________________
              TOTAL TIME ____________  __________________________

STUDENT SIGNATURE ________________________________________________
INSTRUCTOR SIGNATURE _____________________________________________
STAGE II FLIGHT LESSON 12 DUAL - STAGE CHECK

LESSON OBJECTIVE:
This stage check, conducted by the chief, assistant, or check instructor will evaluate the student's ability to plan and conduct cross-country flights. The student will plan a cross country flight to a destination at least 50 nautical miles distance from OUN. The first leg of the cross-country flight will traverse Class C airspace.

CONTENT:
Lesson Review
- Preflight Preparation
  - Cross-Country Planning
  - Obtaining Weather Information
  - Cockpit Management
Cross-Country Flight
- ATC Radio Procedures
- Departure
- Course Interception
- VOR Navigation
- Pilotage
- Dead Reckoning
- Diversion to Alternate
- Lost Procedures
- Emergency Descent
- Use of Power Settings and Mixture Control

COMPLETION STANDARDS:
The student will demonstrate the ability to plan and conduct cross-country flights and a thorough knowledge of airspace, flight planning, pre-flight action, weather analysis, and the use of all available publications. During the flight, the student will demonstrate the correct use of three methods of navigation, the ability to correctly determine location at any time, the ability to compute ETAs within 10 minutes, and the correct technique for establishing a course, ETA and fuel consumption to an alternate airport.
STAGE III

STAGE OBJECTIVE

During this stage, the student will gain additional proficiency in solo cross-country operations and will receive instructions in preparation for the final stage check.

STAGE COMPLETION STANDARD

This stage will be complete when the student demonstrates performance of private pilot operations at a standard that meets or exceeds the minimum performance criteria for a private pilot certificate.
LEARNING OBJECTIVE:
During this lesson, the student will complete the cross-country requirement. This flight must be of at least 250 nautical miles, with landings (to a full stop) at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 100 nautical miles between the takeoff and landing locations.

CONTENT:

Lesson Review
- Preflight Preparation
  - Sectional Charts
  - Flight Publications
  - Route Selection
  - Obtaining Weather Information
  - Fuel Requirements
  - Determining Performance and Limitations
  - Weight and Balance
  - FAA Flight Plan

Cross-Country Flight
- VOR Navigation
- GPS Navigation
- Pilotage
- Dead Reckoning
- Estimates of Ground speed and ETA
- Use of Unfamiliar Airports
- Use of Controlled Airports
- Use of Airports With CTAF (FSS and/or UNICOM)

COMPLETION STANDARDS:
The student will demonstrate cross-country proficiency by completing the flight as planned and without incident. The instructor should review the completed navigation log during the postflight evaluation to determine whether it was completed and used correctly.
STAGE III FLIGHT LESSON 2 DUAL – LOCAL

LESSON OBJECTIVE:
During this flight, the instructor reviews and evaluates the student's proficiency to determining performance areas which need additional practice.

CONTENT:
Lesson Review
- Pretakeoff Check
- Radio Communications
- Taxiing
- Traffic Pattern Operations
- S-Turns Across a Road
- Turns Around a Point
- Short-Field Takeoffs and Landings
- Soft-Field Takeoffs and Landings
- Forward Slips to Landing
- Go-Around From a Rejected Landing
- Systems and Equipment Malfunctions
- Emergency Descent
- Emergency Approach and Landing
- Collision Avoidance Precautions
- Wake Turbulence Avoidance
- Postflight Procedures

COMPLETION STANDARDS:
Any maneuvers which do not meet private pilot standards should be reviewed with the student and assigned for solo practice.

STUDENT NAME __________________________   ID# ___________________
INSTRUCTOR NAME __________________________   CERT# ___________________

AIRCRAFT # _CRM_   FLIGHT _STAGE # III_   LESSON # _302_

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 I OR U: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS
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FOR XC FLIGHTS, LIST DESTINATIONS: ________________________________

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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 III FLIGHT LESSON 3 SOLO – LOCAL

LESSON OBJECTIVE:
During this lesson, the student will review flight maneuvers to achieve the proficiency required in the private pilot practical test standards.

CONTENT:
Lesson Review
- Pretakeoff Check
- Radio Communications
- Taxiing
- Traffic Pattern Operations
- S-Turns Across a Road
- Turns Around a Point
- Short-Field Takeoffs and Landings
- Soft-Field Takeoffs and landings
- Forward Slips to Landing
- Go-Around From a Rejected Landing
- Collision Avoidance Precautions
- Wake Turbulence Avoidance
- Postflight Procedures

COMPLETION STANDARDS:
The lesson will consist of a minimum of 3 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower. During the lesson, the student should attempt to correct any weak performance areas determined in flight lesson 3.
STAGE III FLIGHT LESSON 4 DUAL - LOCAL, NIGHT

LESSON OBJECTIVE:
During this lesson, the student reviews the operational aspects of night flight. Special emphasis is placed upon the student learning the additional planning and flight considerations necessary when operating in the night environment.

CONTENT:
Lesson Review
- Preflight Preparation
  - Aeromedical Factors
  - Flight Planning Considerations
  - Visual Inspection
  - Preparation and Equipment
- Night Flight
  - Power-off Stalls
  - Power-on Stalls
  - Steep Turns
  - Maneuvering at Critically Slow Airspeeds
  - Normal Takeoffs and Climbings
  - Normal Approaches and Landings
  - Short-Field Takeoffs and Landings
  - Soft-Field Takeoffs and Landings

COMPLETION STANDARDS:
The student will display an understanding of the importance of attitude control. Night stall techniques will be reviewed. Landing approaches should be stabilized using a constant airspeed and rate of descent to touchdown. Landings will be to a full stop (with each landing involving a flight in the traffic pattern) at an airport. Any maneuvers which do not meet private pilot practical test standards should be reviewed with the student and assigned for daytime solo practice.

Note: Thru a combination of this lesson, stage II lesson 8, and stage II lesson 9, the student will have completed a combined 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

STUDENT NAME ___________________________ ID# __________________
INSTRUCTOR NAME ________________________ CERT# __________________

AIRCRAFT # ___________ FLIGHT ___________ STAGE # III LESSON # 304

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 I OR U: SUBJECTS THAT ARE NOT COMPLETE/INSTRUCTOR COMMENTS
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FOR XC FLIGHTS, LIST DESTINATIONS: _________________________________

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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

HOBBS / TAC: IN _______/__________  REMARKS: __________________
      OUT _______/__________   _____________________________
      TOTAL TIME _______________  ___________________________

STUDENT SIGNATURE ____________________________________________
INSTRUCTOR SIGNATURE _________________________________________
LESSON OBJECTIVE: During this flight, the instructor reviews and evaluates the student's proficiency to determine performance areas which need additional practice.

CONTENT:
Lesson Review
- Straight-and-level Flight (VR-IR)
- Turns to Headings (VR-IR)
- Constant Airspeed Climbs and Descents (VR-IR)
- Steep Turns (VR-IR)
- Power-Off Stalls (VR-IR)
- Power-On Stalls (VR-IR)
- Maneuvering at Critically Slow Airspeeds (VR-IR)
- Systems and Equipment Malfunctions
- Emergency Descent
- Emergency Approach and Landing
- Using Radio Aids or Radar Directives (IR)
- Unusual Attitude Recoveries (IR)

COMPLETION STANDARDS:
Any maneuvers which do not meet private pilot standards should be reviewed with the student and assigned for solo practice.
STAGE III FLIGHT LESSON 6 SOLO – LOCAL

LESSON OBJECTIVE: During flight lesson 7, the student will practice flight maneuvers, as assigned by the flight instructor, with special emphasis on correcting any deficient areas in preparation for the final stage check.

CONTENT:
Lesson Review
- Straight-and-Level Flight
- Turns To Heading
- Constant Airspeed Climbs and Descents
- Steep Turns
- Power-off Stalls
- Power-On Stalls
- Maneuvering at Critically Slow Airspeeds
- As Assigned by the Instructor

COMPLETION STANDARDS:
The lesson is complete when the student has conducted the assigned solo flight. During the lesson, the student should attempt to correct any weak performance areas determined in Flight Lesson 6.

STUDENT NAME ___________________________ ID# ________________

INSTRUCTOR NAME ____________________________ CERT# ______________

AIRCRAFT # CRM FLIGHT STAGE # III LESSON # 306

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

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

FOR XC FLIGHTS, LIST DESTINATIONS: _________________________________

DI So Dnt Snt Dxc Sxc Idl Nidg AATD CA PP Gl


DATE: __________________ ENTERED BY __________________

TIME: IN ________________ INVOICE _____ FLIGHT REC _____

OUT ________________ SYLL. LESSON ________________

TOTAL ________________ PROCESSED ON ________________

HOBB / TAC: IN _______/_________ REMARKS: ________________

OUT _______/_________ __________________

TOTAL TIME ________________ __________________

STUDENT SIGNATURE ________________________________________________

INSTRUCTOR SIGNATURE _____________________________________________
STAGE III FLIGHT LESSON 7 DUAL-LOCAL

LESSON OBJECTIVE: During this flight, the instructor reviews and evaluates the student's proficiency to determine performance areas which need additional practice.

CONTENT:
Lesson Review
- Pretakeoff Check
- Radio Communication
- Taxiing
- Traffic Pattern Operations
- Ground Reference Maneuvers
- Straight-and-Level Flight (VR-IR)
- Constant Airspeed Climbs and Descents (VR-IR)
- Turns to headings (VR-IR)
- Maneuvering at Critically slow Airspeeds (VR-IR)
- Power-off and Power-on Stalls (VR-IR)
- Unusual Flight Attitudes (IR)
- Radio Aids and Radar Services
- GPS Orientation and Navigation
- Short-Field Takeoff and Landing
- Soft-Field Takeoff and Landing
- Forward Slips to Landing
- Collision Avoidance Precautions
- Wake Turbulence Avoidance
- Postflight Procedures
- Emergency Operations
- Simulated Aircraft and Equipment Malfunctions
- Emergency Descent
- Emergency Approach and Landing
- Lost Procedures

COMPLETION STANDARDS:
Each maneuver and procedure should be performed at the proficiency level of a private pilot.
STAGE III LESSON 8 QUIZ

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

COMPLETION STANDARDS: The student should score at least 70% on the quiz. In addition, the instructor is responsible for reviewing those questions missed.
STAGE III FLIGHT LESSON 9 DUAL - 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 Private Pilot 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:

The applicant will plan a cross country flight using real world weather. The first leg of the flight will be through OKC Class C airspace. The weights of passengers and baggage must be such that the aircraft can’t reach its primary destination without making a fuel stop. In both the ground and flight portions of the stage check 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 IN, RM or SK lines as appropriate.

(CONTINUED ON NEXT PAGE)
STAGE III FLIGHT LESSON 9
STAGE CHECK (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.

Pilot Qualifications (AOI, Task A)

KN: 
RM: 
SK: 

Airworthiness Requirements (AOI, Task B)

KN: 
RM: 
SK: 

Preflight Assessment (AOII, Task C)

KN: 
RM: 
SK: 

Weather Information:

KN: 
RM: 
SK: 

Cross-Country Flight Planning (AOI, Task D)

Performance and Limitations (AOI, Task F)

National Airspace System (AOI, Task E)

Night Preparation (AOXI, Task A) - SK evaluation not required

KN: 
RM: 
SK: 

Operation of Systems: (AOI, Task G)

KN: 
RM: 
SK: 

Human Factors (AOI, Task H)

KN: 
RM: 
SK: 

Spin Awareness (AOVII, Task D)

KN: 
RM: 
SK: 

Flight Portion of 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.

For the initial navigation tasks the traffic page of the GNS will be selected. This will allow for a thorough evaluation of the pilotage, dead reckoning and use of VOR skills. Evaluation of GPS navigation skills will be done completed during and after the diversion.

Cockpit Management (AOII, Task B)

Evaluated throughout the flight

KN: 
RM: 

Communications and Light Gun Signals (AOIII, Task A) - Evaluated throughout the flight

KN: 
RM: 

Operation of Systems (AOI, Task G) – Evaluated throughout the flight

KN: 
RM: 

EMERGENCY OPERATIONS  (These task inserted at times selected by the evaluator)

Systems and Equipment Malfunction (AOIX, Task C)
- At least three malfunctions

Emergency Descent (AIX, Task A)

Emergency Approach and Landing (AOIX, Task B)

SK: 
KN: 
RM: 

(CONTINUED ON NEXT PAGE)
STAGE III FLIGHT LESSON 9
STAGE CHECK (CONT’D)

GROUND OPERATIONS
Preflight Assessment (AO II, Task A)
Engine Starting (AO, II, Task C) &
Emergency Equipment (AO IX, Task D)
Taxiing (AOII, Task D)
Before Takeoff Check (AOII, Task F)
After Landing, Parking and Securing (AOXII, Task A)

SK:
KN:
RM:

CROSS COUNTRY NAVIGATION
Pilotage and Dead Reckoning ((AOVI, Task A)
Navigation Systems and Radar Services ((AO VI, Task B)
Weather Information (AOVI, Task C)
Diversion (AOVI, Task C)
Lost Procedures (AOVI, Task D)

SK:
KN:
RM:

SLOW FLIGHT AND STALLS
Maneuvering During Slow Flight (AOVII, Task A)
Power-Off Stalls (AOVII, Task B)
Power-On Stalls (AOVII, Task C)
Spin Awareness (AOVII, Task D)

SK:
KN:
RM:

PERFORMANCE MANEUVERS
Steep Turns (AOV, Task A)
Ground Reference Maneuvers (AOV, Task B)
At least one of the following:
Rectangular Course
S-Turns
Turns Around a Point

SK:
KN:
RM:

AIRPORT OPERATIONS, TAKEOFF’S
LANDING’S AND GO-AROUNDS
Traffic Patterns (AOIII, Task B)
Normal Takeoff and Climb (AOIV, Task A)
Normal Approach and Landing (AOIV, Task B)
Soft-Field Takeoff and Climb (AOIV, Task C)
Soft-Field Approach and Landing (AOIV, Task D)
Short-Field Takeoff and Max
Performance Climb (AOIV, Task E)
Short-Field Approach and Landing (AOIV, Task F)
Forward Slip to a Landing (AOIV, Task M)
Go Around/Rejected Landing (AOIV, Task N)

SK:
KN:
RM:

COMPLETION STANDARDS
The student will demonstrate proficiency in strict
accordance with the Private Pilot Airman Certification
Standards.
OK: Performance 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.
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 a FTD lesson may be flown in an aircraft, AATD or PCATD. 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 have satisfactorily completed all required ground school courses and have completed the minimum flight time stated at the end of the course for each category as well as total flight time.
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 Pocasset, 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.