AVIA 3572
INSTRUMENT RATING COURSE
UNIVERSITY OF OKLAHOMA
2019-01-15

__________________________    _____, 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 3572, Instrument
Rating Course.

________________________________________
Student Signature

________________________________________
Flight Instructor Signature

________________________________________
Chief Flight Instructor Signature
UNIVERSITY OF OKLAHOMA  
DEPARTMENT OF AVIATION  
INSTRUMENT RATING COURSE

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. At the completion of the ground school the student will pass the end of course test with a score of 70%. This test is the equivalent of the FAA instrument rating knowledge test. 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 and the PA28-181. 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. 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
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.

CHIEF GROUND INSTRUCTOR: The Chief Ground Instructor will meet the requirements of 14 CFR, Section 141.35(e). See Appendix A of this Training Course Outline for Chief Ground Instructor designation.

ASSISTANT CHIEF GROUND INSTRUCTOR: The Assistant Chief Ground Instructor will meet the requirements of 14 CFR, Section 141.36(e). See Appendix A of this Training Course Outline for Assistant Chief Ground Instructor designation.

GROUND INSTRUCTORS: Each instructor used for ground training must hold a flight instructor 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 at least a private pilot certificate with an airplane, single engine land rating and have at least a third class medical certificate prior to enrolling in the flight portion of the instrument rating course.

REQUIREMENTS FOR GRADUATION: To obtain an instrument rating, 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 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.
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.

TAXIIING 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.
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 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 or 91.169 for IFR flights.
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

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* The individual lesson times shown on this table are for instructor/student guidance only.

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

Dual=Dual in PA28-161
IDL=Instrument dual in PA 28-161
DXC=Dual Cross Country
AATD
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

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° during level flight. Climb and descent airspeeds will be maintained within +/- 5 knots. All takeoff and landing procedures will be conducted safely and at least at the private pilot proficiency level.
STAGE VI FLIGHT LESSON 2 DUAL – AATD

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

  - IFR Preflight Inspection
  - Preflight Check of Instruments, Equipment, and Systems
  - Instrument Cockpit Check
  - IFR Takeoff Preparations
  - 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 should display an understanding of the IFR preflight inspection and the importance of IFR takeoff preparations.

UNIVERSITY OF OKLAHOMA

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
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FOR XC FLIGHTS, LIST DESTINATIONS: _________________________________

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OUT ___________/ ___________ __________________
TOTAL TIME __________________

STUDENT SIGNATURE ___________________________________________
INSTRUCTOR SIGNATURE _________________________________________
STAGE VI FLIGHT LESSON 3 DUAL - AATD

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.
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 Climb
- Constant Rate Descent
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.
STAGE VI FLIGHT LESSON 5 DUAL - AIRPLANE

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. Any maneuvers previously determined deficient by the instructor, should be reviewed in this lesson.

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 without abrupt control usage. Correct recovery techniques should be demonstrated for unusual attitudes, using both the full and partial panel. All basic attitude maneuvers should be performed satisfactorily by the completion of this lesson.

UNIVERSITY OF OKLAHOMA

STUDENT NAME ___________________________ ID# ________________

INSTRUCTOR NAME ___________________________ CERT# ___________
STAGE VI LESSON 6 QUIZ

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

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: __________________________________________________________
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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

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.
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.
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.

STUDENT NAME _______________________________ ID# __________________
INSTRUCTOR NAME ____________________________ CERT# ______________
AIRCRAFT # AATD FLIGHT STAGE # VII LESSON # 703
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STUDENT SIGNATURE _____________________________________________
INSTRUCTOR SIGNATURE _________________________________________
STAGE VII FLIGHT LESSON 4 DUAL - AATE

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.
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.
STAGE VII FLIGHT LESSON 6 DUAL - AATD

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.
STAGE VII FLIGHT LESSON 7 DUAL - AATD

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.

UNIVERSITY OF OKLAHOMA

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: __________________________________________________________

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STAGE VII FLIGHT LESSON 8 DUAL – AIRPLANE

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: ____________________________

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       TOTAL TIME ____________ ____________________________

STUDENT SIGNATURE ____________________________
INSTRUCTOR SIGNATURE ____________________________
STAGE VII FLIGHT LESSON 9 DUAL - AIRPLANE

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.
STAGE VII LESSON 10 DUAL - AIRPLANE

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
- 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.
STAGE VII FLIGHT LESSON 11 DUAL - AIRPLANE

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.
STAGE VII LESSON 12 QUIZ

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

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.
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       OUT ________/_______
       TOTAL TIME __________________

STUDENT SIGNATURE ________________________________________________
INSTRUCTOR SIGNATURE _____________________________________________
STAGE VII FLIGHT LESSON 13 DUAL - AIRPLANE

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.

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.

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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

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.
STAGE VIII FLIGHT LESSON 2 DUAL – AATD

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. The student will also demonstrate the optimum holding entry procedure and 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.
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:
During ILS and GPS approaches, the student will demonstrate accurate localizer interception and tracking and make a transition to the glide slope at the correct point. The glide slope and localizer should be maintained with less than full-scale needle deflection. Headings will be maintained +/- 10 degrees, airspeeds +/- 10 knots and altitudes +/- 100 feet and altitude at the MDA +/- 100 feet. On ILS approaches the student will execute the missed approach procedure at DH +/- 100 feet. The student will also demonstrate the optimum holding entry procedure and 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.

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: ___________________________________________________________

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INSTRUCTOR SIGNATURE ________________________________
STAGE VIII FLIGHT LESSON 4 DUAL - AIRPLANE

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 no-gyro radar vectoring and 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 and altitude at the MDA +/- 100 feet. On ILS approaches the student will execute the missed approach procedure at DH +/- 100 feet. The student will maintain the course to within 3/4 scale deflection on the CDI.
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 and altitude at the MDA +/-100/-0 feet. On ILS approaches the student will execute the missed approach procedure at DH +100/-0 feet. The student will maintain the course to within ¾ scale deflection on the CDI.

UNIVERSITY OF OKLAHOMA

STUDENT NAME _______________________________ ID# ___________________
INSTRUCTOR NAME ____________________________ CERT# _______________
AIRCRAFT # AATD FLIGHT STAGE # VIII LESSON # 805
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HOMEWORK COMPLETE: Y / N (% grade is normally part of the lesson grade.)

Note:
1. Circle appropriate status/grade and put number (%) grade on line.
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TOTAL TIME _______________ ________________________________

STUDENT SIGNATURE ________________________________
INSTRUCTOR SIGNATURE ________________________________
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 (including holding)
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 +/- 0 feet. On ILS approaches the student will execute the missed approach procedure at DH +/- 0 feet. The student will maintain the course to within ¾ scale deflection on the CDI, or to within +/- 10 degrees on the ADF. The student will also demonstrate the optimum holding entry procedure and 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.
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 (including holding)
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 ILS approaches the student will execute the missed approach procedure at DH +/-100/-0 feet. The student will maintain the course to within ¾ scale deflection on the CDI, or to within +/- 10 degrees on the ADF. The student will also demonstrate the optimum holding entry procedure and 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.

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**

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**HOBBS / TAC IN ___________________ REMARKS: ___________________**

**OUT ___________________**

**TOTAL TIME ___________________**

**STUDENT SIGNATURE ___________________**

**INSTRUCTOR SIGNATURE ___________________**
STAGE VIII FLIGHT LESSON 8 DUAL - AIRPLANE

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):
- ILS
- Localizer
- VOR
- GPS
Partial Panel Approach Procedures
Missed Approach Procedures (including holding)
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 +/- 0 feet. On ILS approaches the student will execute the missed approach procedure at DH +/- 0 feet. The student will maintain the course to within 3/4 scale deflection on the CDI, or to within +/- 10 degrees on the ADF. The student will also demonstrate the optimum holding entry procedure and 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.
STAGE VIII FLIGHT LESSON 9 DUAL LOCAL-INSTRUMENT

LEONSO 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 (including holding)
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 ILS approaches the student will execute the missed approach procedure at DH +100/-0 feet. The student will maintain the course to within ¾ scale deflection on the CDI, or to within +/- 10 degrees on the ADF. The student will also demonstrate the optimum holding entry procedure and 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.
STAGE VIII LESSON 10 QUIZ

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

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 # ___________ 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.
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HOBBS / TAC IN _____________ REMARKS: __________________
       OUT _____________
       TOTAL TIME _______________ __________________
STUDENT SIGNATURE _____________________________________________
INSTRUCTOR SIGNATURE _________________________________________
STAGE VIII FLIGHT LESSON 11 DUAL-AIRPLANE

STAGE CHECK
INSTRUMENT PROCEDURES AND APPROACHES

LESSON OBJECTIVE: The objective of this stage check is for the chief instructor or the designated assistant to evaluate the student’s proficiency in the proper execution of instrument approach procedures.

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 practical test 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: __________________________________________________________
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HOBBS / TAC IN _______________ REMARKS: __________________
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STUDENT SIGNATURE _______________________________________
INSTRUCTOR SIGNATURE _____________________________________
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 practical test 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

- 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 demonstrate correct IFR flight planning procedures, how to obtain clearances, correct usage of navigation equipment, and correctly react to emergency situations. The student will maintain heading, altitude, airspeed and course IAW the Instrument Rating Practical Test 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: __________________________________________________________

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

STUDENT SIGNATURE ________________________________________________
INSTRUCTOR SIGNATURE _____________________________________________
STAGE IX FLIGHT LESSON 2 DUAL - CROSS-COUNTRY, INSTRUMENT

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

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 should demonstrate instrument pilot proficiency, as outlined in the current FAA instrument rating practical test standards, in the instrument approach and holding pattern maneuvers and an increased understanding of instrument cross-country procedures.

UNIVERSITY OF OKLAHOMA

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: ______________________________________________________

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HOBBS / TAC IN ________________ REMARKS: ___________________

OUT ________________  ____________________

TOTAL TIME ____________________________

STUDENT SIGNATURE ____________________________

INSTRUCTOR SIGNATURE ____________________________
STAGE IX FLIGHT LESSON 3 DUAL – AIRPLANE, CROSS-COUNTRY

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
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 demonstrate the ability to plan and execute a cross country instrument flight. The student should demonstrate instrument pilot proficiency, as outlined in the current FAA instrument rating practical test standards, in the instrument approach and holding pattern maneuvers and an increased understanding of instrument cross country procedures.

UNIVERSITY OF OKLAHOMA

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: __________________________________________________________

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TOTAL TIME __________________

STUDENT SIGNATURE ________________________________________________
INSTRUCTOR SIGNATURE _________________________________________
STAGE IX FLIGHT LESSON 4 LOCAL - DUAL, AIRPLANE

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 should demonstrate instrument pilot proficiency, as outlined in the current FAA instrument rating practical test standards, in each of the selected procedures.

UNIVERSITY OF OKLAHOMA

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: __________________________________________________________

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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 determined by the Flight Instructor - cover any areas in which the student is deficient.

COMPLETION STANDARDS:
The student should demonstrate instrument pilot proficiency, as outlined in the current FAA instrument rating practical test standards, in each of the covered procedures.
STAGE IX LESSON 6 QUIZ

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

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.
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. 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 potions 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)
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.

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 and Equipment Cockpit 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

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

SK:

SK:

KN:

KN:

RM:

RM:

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

Holding Procedures (AOIII, Task B)

SK:

SK:

KN:

KN:

RM:

RM:

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

Nonprecision Approach (AOVI, Task A)

SK:

SK:

KN:

KN:

RM:

RM:

Obtain Weather During Flight (AOI, Task B)

Precision Approach (AOVI, Task B)

SK:

SK:

KN:

KN:

RM:

RM:

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

(CONTINUED ON NEXT PAGE)
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 ground school courses. The student must complete 37.7 hours dual training (which includes 31.5 hours of IDL) in the PA28-161. IDL plus AATD time must add up to at least 35 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 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.