

PRE SOLO CROSS-COUNTRY CHECK FLIGHT

This flight is an evaluation flight, the SNP's instructor or a designated check airman will review the students ability to perform the following task in accordance with the FAA's Single Engine Land Practical Test Standards for Private Pilots. The use of the SEL PTS are the benchmark for grading the SNP. A "G/4" or better is a passing grade on all tasks. Deviations from the standards shall be recorded and comments made on the task not performed to standard.

Basic Air Work (BAW) Standards not covered by PTS will be Altitude +/- 150 ft, Airspeed +/- 10 Kts, Heading +/-15 degrees, Rwy Ctr Line between the Wing Tips on T/Os & Lndgs and Nose Wheel on Taxi Line during Taxi.

Grading will utilize provided guidance.

NG/1 = Demonstrated, U/2 = Unable, F/3 = Fair, G/4 = Good, E/5 = Excellent

PREREQUISITES:

- The SNP has completed the private pilot ground instruction course.
- The SNP has received a minimum of 18 dual hours of flight instruction and two solo flights.
- SNP has received training in all the following tasks that are to be evaluated.

TASK	Grade	Deviation From Standard			Comments
		Altitude	Airspeed	Heading	
1 PREFLIGHT PREPARATION (Oral Exam of Material and Procedures)					
a. Certificates and Documents	_____	_____	_____	_____	_____
b. Airworthiness Requirements	_____	_____	_____	_____	_____
c. Weather Information	_____	_____	_____	_____	_____
d. Cross-Country Flight Planning (Flight Pubs, Nav Logs, NOTAMS)	_____	_____	_____	_____	_____
e. National & Local Airspace Sys.	_____	_____	_____	_____	_____
f. Performance and Limitations (Computations)	_____	_____	_____	_____	_____
g. Airplane Systems and Operation	_____	_____	_____	_____	_____
h. Aero Medical Factors / (I.M.S.A.F.E. Checklist)	_____	_____	_____	_____	_____
i. Airport & Runway Markings and Lighting	_____	_____	_____	_____	_____
j. Collision, Windshear and Wake Turbulence Avoidance	_____	_____	_____	_____	_____
k. Spin Awareness	_____	_____	_____	_____	_____
l. Emergency Procedures	_____	_____	_____	_____	_____
m. Diverts and Alternates	_____	_____	_____	_____	_____
2 PREFLIGHT PROCEDURES					
a. Preflight Inspection	_____	_____	_____	_____	_____
b. Cockpit Management	_____	_____	_____	_____	_____
c. Engine Start	_____	_____	_____	_____	_____
d. Taxi	_____	_____	_____	_____	_____
e. Before Takeoff Check	_____	_____	_____	_____	_____
3 AIRPORT AND TRAFFIC PATTERN OPERATION					
a. Traffic Pattern	_____	_____	_____	_____	_____
b. Radio Communications and ATC Light Signals	_____	_____	_____	_____	_____
4 TAKEOFFS, LANDINGS, AND GO-AROUNDS					
a. Normal and Crosswind Takeoff and Climb	_____	_____	_____	_____	_____
b. Normal and Crosswind Approach and Landing	_____	_____	_____	_____	_____
5 NAVIGATION					
a. Pilotage and Dead Reckoning	_____	_____	_____	_____	_____
b. Navigation Systems and Radar Services	_____	_____	_____	_____	_____
c. Diversion	_____	_____	_____	_____	_____
d. Lost Procedures	_____	_____	_____	_____	_____
6 EMERGENCY OPERATIONS					
a. Systems and Equipment Malfunctions	_____	_____	_____	_____	_____

PRE SOLO CROSS-COUNTRY CHECK FLIGHT

7 POSTFLIGHT PROCEDURES

- a. After Landing, Parking, and Securing

8 AIRCRAFT CONTROL

- a. Sets Correct Configurations
- b. Smooth / Coordinated Control
- c. Sets Trim Correctly
- d. Maintains Altitude and Heading
- e. Recognizes and Applies Corrections when Required

9 HEADWORK/JUDGMENT/AIR SENSE

- a. On Time, Prepared and Motivated for Brief and Flight
- b. Stays Ahead of the Aircraft
- c. Makes Timely and Sound Decisions
- d. No Safety and/or FAA Violation Issues
- e. Multi-Task - (Aviates, Navigates, Communicates, Checklist/Procedures)

10 OVERALL ASSESSMENT

- a. The SNP has demonstrated the skill to perform cross-country flights safely as the sole occupant of the airplane.

DATE: _____
 STUDENT: _____
 INSTRUCTOR: _____

Additional Remarks: _____
 CNATRA FORM: xxxx.x

DATE: _____
 CHIEF FLIGHT INSTRUCTOR: _____

Review of Training Record & Comments: _____

PRE SOLO CROSS-COUNTRY CHECK FLIGHT**Grading Procedures****General Standards.**

- 1 Achieve training standards for visual meteorological condition (VMC) maneuvers in conjunction with visual clearing.
- 2 Unless otherwise specified, use Basic Air work (BAW) standards for all items with altitude, airspeed, or heading parameters.
- 3 "Standard" equates to good (G/4).
- 4 Aircraft control must be smooth and positive. Performance may be within PTS and still not warrant a grade of "Good" if control inputs are delayed, erratic, imprecise, or inappropriate. Slight deviations in establishing or maintaining the proper or desired aircraft attitude or position may occur during the maneuver being performed.
- 5 Momentary deviations outside PTS that do not compromise flight safety are acceptable if subsequent corrections are timely.
- 6 Procedural knowledge and application must comply with applicable directives and allow efficient accomplishment of the flight.

Task / Maneuver Grading. Use the following grading scale to document the student's characteristic performance on tasks and maneuvers during the evaluation flight. This is an absolute grading scale. Judge the student's proficiency only against the item's Practical Test Standards (PTS) or Basic Air Work (BAW) Standards. Comments shall be consistent with grades.

Symbol	Definition
U/2	Unable - Performance is unsafe or lacks sufficient knowledge, skill, or ability. Deviations greatly exceed PTS, significantly disrupting performance. Corrections significantly lag deviations or aggravate the deviations.
F/3	Fair - Performance is safe, but with limited proficiency. Deviations exceed PTS, detracting from performance. Corrections noticeably lag deviations, and may not be appropriate. Example: Using bank angle to compensate for poor rudder trim would be an inappropriate correction for heading deviations.
G/4	Good - Characteristic performance is within PTS. Deviations outside PTS are allowed, provided they are brief, minor, and do not affect safety of flight. Corrections must be appropriate and timely.
E/5	Excellent - Greatly surpasses PTS. Performance is correct, efficient, and skillful. Deviations are very minor. Corrections, if required, are initiated by the student and are appropriate, smooth, and rapid.