

PPLPCC Progress Check Phase C:

For your Phase C progress check,

you should be able to independently plan a flight to an airport of your choice, taking into account both weather and operating hours, and using the skills you have acquired from previous navigation flights.

Crucially, your planning needs to include both your navigation log and radio navigation. Ideally, you should demonstrate at least one 45° intercept of a GPS or VOR radial, followed by tracking it. Also, prepare for an in-flight replanning exercise using the NAVIMAT, and a navigation exercise relying solely on your chart. Don't forget to properly plan an alternate airport. We'll likely perform either a touch-and-go or a full stop at your destination aerodrome or your alternate.

The Progress Check itself consists of the same exercises and follows the same procedure as the "Repetition Ready for Progress Check" session.

The key difference between the two sessions is that, for the Progress Check, everything must be graded as a "5" in order to pass.

Also take a look at the grading system so you can get a sense of how the instructors will be evaluating you during the Progress Check.

EM

Evaluation Manual Flightlogger Grading system

Date: 20/04/2020

FLIGHT LOGGER GRADING SYSTEM

Completion Standard	LEVEL Flight logger	Flight Technical Tolerance	Adaptation to Change	Control	Procedural Errors	FI Input (Manual)	FI Input (Verbal)	If performance in any field falls into lower category than the rest, the respective lower grade shall be given.
PERFORM	5	Well within	Prompt	Smooth	None	None	None	Ideal performance under existing conditions for the phase of training or session being assessed. No manual input or verbal coaching required by instructor for the task being performed.
PRACTICE	4	Well within	Good, but may need some coaching	Smooth	None	None	Coaching required	Safe achievement of exercise. Few minor deviations. Control of the aircraft smooth and never in question. Verbal coaching by instructor still required.
DEMONSTRATE-PRACTICE	3	Within/reached, but never exceeded	Good, but may need intervention and coaching	Less than smooth, at times rough	Minor	Minor occasionally Required	Multiple Verbal	Safe achievement of exercise with frequent minor, but no major deviations. Minor manual intervention by instructor on controls may be necessary, verbal coaching necessary.
DEMONSTRATE	2	Reached and exceeded frequently	Delayed	Rough	Major	Constantly Required	Constantly required	Safe aim of exercise not constantly achieved, and in a rough manner. Performance included more than one major variation and instructor input (both manual and verbal) is frequent. Skill or knowledge level resulting in marginal performance. Exercise repetition may be necessary.
DEMONSTRATE	1	Out of Limits	Inexistent/Unsafe	Unsafe	Unacceptable	Controls to maintain or re-establish safety	N/A	Exercise incomplete and repetition necessary. Insufficient skill or knowledge to ensure safety, unsafe airmanship and handling error. Intervention by instructor to maintain or re-establish safety required.
HIL	HIL	Not Assessed/Performed						All HIL Items must be completed before a PC and are not allowed on PC.
	D	Demonstrated for the first time by instructor						Anytime an exercise is demonstrated for the first time.
	N/A	Not Applicable for that exercise						

PERFORM: the student is expected to perform the maneuver without any sort of input from the instructor (both manual and/or verbal). The instructor is expected to limit him/herself only to indicating to the student what he/she must do without any further intervention.

The student (to every effect) is in complete control of the situation for the phase of training or maneuver being assessed.