

Proficiency Assessment Review

Malibu Mirage Owners and Pilots
Association: MMOPA



IN COOPERATION WITH
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INTRODUCTION

Welcome to Proficiency Assessment Review (PAR), a voluntary training standard developed for the Malibu Mirage Owners and Pilots Association (MMOPA). Participation in this initiative will improve a pilot's aircraft handling, risk analysis, and decision-making. Proper understanding of administration and participation in PAR will ensure accurate results and affect safer operations.

The acquisition of expertise in any domain occurs by formulating a process encouraging commitment to continual improvement. Broad based *pass versus fail* assessments, such as Practical Test Standards (PTS)/Airman Certification Standards (ACS), inherently involve a degree of evaluator subjectivity and perhaps a delusion of graduating from practice. Pilots need a measure to overcome limitations of traditional assessments. PAR accomplishes this through outcome-based analysis: Scores.

Pilots engaged in PAR are participating in a voluntary self-development program; the allusion to golf is no coincidence. Scoring each performance, as one does a golf game, elicits ongoing commitment. The revolutionary nature of the PAR assessment lay in its objectivity and quantifiable results. Safety centric principles of self-awareness, risk assessment, and skill development improve whether participation in PAR is viewed as competition or training. Pilots who succeed at improving their PAR score increase their overall safety. Evaluators should be employed to validate performances, but, pilots should adopt self-scoring PAR as part of a routine post-flight debriefing.

PURPOSE

- The purpose of PAR is to emphasize specific actions that enhance safety. The unique scoring system substantiates the significance of each element.
- PAR scoring provides a mechanism for pilots to weigh their performance for risky behavior patterns before error chains formulate into incidents or accidents.
- PAR is not a training tool, but rather solely an evaluation tool. Its effectiveness is derived by quantifying the actions of a pilot as they compare to a set standard: a peer group of similar pilots, or a self-derived level of performance.
- Instructors while engaged in PAR *should* utilize a scenario-based technique and may rearrange or adapt elements to accommodate their evaluation.
- There are many training styles and flying styles that can lead to proficiency, and PAR is designed such that it will not conflict substantially with any valid training program. As an evaluation tool, PAR can validate any training program with repeatable precision.

SAFETY POLICY

Training and checking of simulated emergencies has resulted in actual emergencies and accidents. This tragic irony requires everyone utilizing PAR to remain alert for threats and actively mitigate mistakes. Program administrators and participants shall adhere to safety precautions set forth by the FAA when conducting any flight for the purposes of examination or assessment. They are as follows:

The examiner is expected to use good judgment in the performance of simulated emergency procedures. The use of the safest means for simulation is expected. Consideration must be given to local conditions, both meteorological and topographical, at the time of the test, as well as the applicant's workload, and the condition of the aircraft used. If the procedure being evaluated would jeopardize safety, it is expected that the applicant will simulate that portion of the maneuver.

Special Emphasis Areas

Examiners shall place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are:

1. Positive aircraft control,
2. Positive exchange of the flight controls procedure,
3. Stall/spin awareness,
4. Collision avoidance,
5. Wake turbulence avoidance,
6. Land and hold short operations (LAHSO),
7. Runway incursion avoidance,
8. Controlled Flight Into Terrain (CFIT),
9. Aeronautical Decision Making (ADM) and risk management,
10. Wire strike avoidance,
11. Checklist usage,
12. Temporary flight restrictions (TFRs),
13. Special use airspace (SUA),
14. Aviation security,
15. Single-Pilot Resource Management (SRM), and
16. Other areas deemed appropriate to any phase of the practical test.

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PARTICIPANTS

- Pilots of all skill levels are welcome to participate in PAR.
- Establish self-improvement as normalcy versus a periodic pursuit. Incorporate PAR into every flight, especially solo, and grade operations after landing.
- Participants should review assessment modules in advance of actively using them to gain familiarity and fluency in PAR scoring. Avoid distraction in flight.
- The recipient of PAR must be current, qualified, and serve as the pilot in command during the assessment (e.g., passenger landing currency, flight review, instrument currency, medical). This ensures all FAA requirements have been met and reduces the confusion of which pilot *is* in command.

EVALUATORS

- Universal feasibility is achieved by established outcome criteria, leaving the methodology and techniques of accomplishing each outcome open to both the program participants and their personally elected instructors.
- The tendency for evaluators to inappropriately *pass* a pilot on a marginal item within traditional grading environments (FAA PTS/ACS) is eliminated; the delineation of task into independent items or, *assessors*, relieves evaluators of ignoring minor infractions as a courtesy when bound by solely pass/fail criteria.
- At a minimum, an evaluator of PAR should be familiar and competent at the controls of the aircraft in question. This establishes evaluator credibility but also ensures an ability to intervene on the behalf of safety as the situation warrants.
- Before grading a candidate pilot for a formal score, it would be in the best interest of program integrity for the evaluator to practice with the scoring protocol by grading routine instructional flights or self-grading their own flying after landing.
- It is not necessary for an evaluator to score near an expert level of PAR in order to evaluate, however, the evaluator must have a thorough understanding of each element and be able to evaluate pilot performance in a fast-paced flight environment such that all graded assessors are honestly evaluated and not graded from guesswork after the fact. Division of duties must be assured.
- The evaluator is not providing dual instruction, representing the FAA, acting as CFI, or Designated Examiner. Note pilots utilizing view limiting devices do require evaluators to act as Safety Pilot e.g., current medical, category/class ratings, etc.

PROCEDURE

PREFLIGHT BRIEF

Before a pilot and evaluator conduct a PAR flight, perform a thorough preflight:

- Airworthy equipment, required inspections completed and properly documented, weight and balance reviewed
- Review weather, temporary flight restrictions, and NOTAMs
- Define pilot roles, determine PIC, review exchange of controls, and radio use
- Adherence to FAR/AIM is expected, if a maneuver cannot be completed legally, it shall be discontinued for regulatory compliance
- Avoiding unsafe operations is responsibility of both pilots, perform maneuvers at altitudes prescribed in FAA assessments, if you see something, say something and assert a safe course of action

CONDUCT OF FLIGHT

The participant must serve as pilot in command and be current in this regard. The evaluator will be tasked with closely observing details of the flight and completing associated forms. It is not necessary nor is it desired to offer feedback during the assessment. The performance should not be coached. The most accurate results will occur when pilots perform to the expectations they place upon themselves. The objective is to uncover strengths and weaknesses of the participant.

SCORING METHODOLOGY

Phase I of PAR examines common flight scenarios and should serve as a prerequisite to Phase II, and so on. Each Phase progresses into more challenging operations. Pertinent pilot *operations* (Visual Maneuvers, ILS Approach, Holds, etc.) are broken down into *modules*, with *assessors* to address the specific desired actions. To yield a more detailed profile of pilot ability, PAR assesses pilots on a point-based system. A score for the entire operation will be generated once assessors are awarded within each module. The aggregate sum of all modules within the operation determines the PAR.

Operations

Distinctive pilot operations allow a pilot and evaluator an organized means of selecting tasks to examine. Selected operations ought to remain within a given phase of PAR and should be premeditated to occur through the conduct of a scenario. Pre-requisites encourage a certain level of performance; pilots are rewarded with a more advanced level of PAR only after attaining a required PAR performance in progression to operations of higher difficulty. For example, a normal airport visual traffic pattern would require a PAR performance of better than PAR +10 to permit a pilot to complete an instrument approach operation. The criteria will be left to the discretion of the administrator.

Modules

In the example of a visual traffic pattern operation, each segment of a pattern is further broken down into modules. Modules delineate an operation to help isolate areas of strengths and weaknesses. Each module will receive an OVER/UNDER PAR score, as determined by action assessors.

Assessors

Action assessors within each module are used to quantify the specific aspects of a pilot's flying. Each assessor is assigned a weighted value. Depending on their implication towards overall safety, certain assessors are weighted more than others. Actions that constitute loss of control (unusual attitudes, excessive deviations, etc.) disqualify the entire pilot operation and no points can be awarded. That operation must be repeated at a later time, as determined by the evaluator.

Assessors in black reward points for desired performance. Assessors in red are denoted for dangerous or hazardous actions and are given a negative value. No points occur for loss of control performance. For example, speed controlled at +10/-5 KIAS receives points while speed exceeding +20/-10 KIAS disqualifies the entire operation. Operating in the region between either criteria simply garners no points.

SCORE COMPUTATION

During the assessment, evaluators apply checkmarks to key assessors demonstrated by the participant. Again, these actions can be both positive, as noted in black, and negative, as noted in red. Positive assessors add to the participant's points, while negative assessors subtract their value from the total points. Thus, it is possible to have a negative point value due to poor performance. Once the performance is complete, sum the positive and negative assessors that are check marked and place that value at the bottom of the checkmark column, as shown in Fig. 1.

The first column, weight, indicates the highest total points possible. The difference between the *weight column* and the *check-marked column* represents the raw score. Place this raw score to the right of (SCORE:) under the element column. Adjacent to this is a predetermined value representing the average performance of similarly situated pilots: (PAR:)

Finally, the (OVER/UNDER PAR:) is determined by subtracting (SCORE:) from (PAR:), and placing that value at the bottom of the description column. It can be a positive or negative integer. As in the game of golf, a negative integer represents a more desirable score, where the participant has out-performed the expectation.

Achieving a PAR of zero places an individual even with expectations, while the greater the number value than zero, the less desirable the performance. Any disqualifying pilot actions (DQ) negate all scores for the entire operation, and the operation must be repeated at the discretion of the evaluator. If an Evaluator notes any disqualifying criteria, the Evaluator shall immediately advise the Participant of that demerit.

It is at the Evaluator's discretion whether or not to continue with the remaining operations within the Phase or return and debrief the incident. Participant disposition, after being made aware of the loss of control, should also be considered before continuing.

Pattern: 7th Segment (Go Around < 500' AGL)

Wt	✓	Element	Description
5	✓	Adjusts Power For Go-Around	TOGA/Climb power as needed
5	✓	Adjusts Pitch For Go-Around	Pitch 15°/5°
10	✓	Coordinates Roll With Rudder	<ul style="list-style-type: none"> • Initial bank ±5° (wings level) • Compensates for torque & yaw
5	✓	Sets Flaps ≤(Vfe)	Retracted to approach flaps
3		Sets Gear ≤(Vlo 126 KIAS)	Retracts only after positive rate (as determined by altimeter)
3	✓	Limits Bank While Avoiding Conflicts	Bank ≤ 20°
3		Climbs on Speed	+10/-5 KIAS
2	✓	Retracts Flaps	≥400' AGL
-10		<i>Stall Warning/Critical Angle of Attack</i>	<i>Over Rotation</i>
DQ		<i>Airspeed Error</i>	<i>+20/-10 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 30°, Pitch +20°/0°</i>
36	30	SCORE: <u>6</u> – PAR: 5	OVER/UNDER PAR: <u>+1</u>

Figure 1: Completed Go-Around Module

Performance Analysis

Acquiring all positive assessors yields **all possible points**. In Fig. 1, the point value entered in the second column would be 36. Subtracting 36 actual points (second column) from 36 possible points (first column) generates a SCORE: 0. Subtracting PAR: 5 achieves an OVER/UNDER PAR: -5, *a perfect performance*.

Ergo, a pilot who gathers **no assessor points** shows 0 points in the second column. Taking the first column (36) minus the second column (0) would SCORE: 36. Then subtract PAR: 5 to achieve an OVER/UNDER PAR: +31, leaving much room for improvement.

Potentially, a pilot might only **achieve negative assessors** in the assessed points column. The assessor column (2nd column) would show a -20. The evaluator would then subtract a negative integer (-20) from the weight of 36 (first column). The operation would generate a SCORE: 56. Then as before, subtract PAR: 5, and achieve an OVER/UNDER PAR: +51, representing the worst possible outcome for that segment block.

Disqualifying Performance

Regardless of how a pilot performs in any given module, exhibiting a loss of control, based on established criteria, is of serious concern and is at the heart of what PAR seeks to remedy. While a pilot cannot fail PAR, receiving a DQ mark in a module incompletes that specific pilot operation e.g., Visual Pattern. The remainder of the Phase of PAR can remain scored, but the Phase is not complete until all modules are scored. Therefore, a pilot may not proceed to a subsequent Phase within PAR with an incomplete in the preceding Phase. This assures that PAR promotes pilot aptitude growth while also sanctioning a level of proficiency that maintains pilot safety.

Score Summary

To complete the score summary included at the end of each Phase of PAR, sum the OVER/UNDER PAR: values from each module (OVERALL PAR) and place under **Score** adjacent to the operation that was completed. Include the **Date** and **Evaluator** for tracking participant progress. A final Phase score can be summed at the bottom of the summary grid once all operations are completed.

Ground Operations: Preflight Planning

Wt	✓	Element	Description
2		Verifies Pilot Currency	Per FAR <u>61.57</u>
5		Briefing/Self Briefing/RAIM Prediction	Flight Service/DUATS/Other
5		Identifies Nearest VFR Conditions	Determines Emergency Azimuth
3		Verifies TFRs/Restricted/Prohibited	Identifies Unusable Airspace
5		Self Evaluate: IMSAFE / Risk: PAVE	Verify Flight Fitness/Identify Threats
5		Computes Weight & Balance	Ramp, T.O., Landing, ZFW & C.G.
3		Evaluates Hazardous Attitudes	Recognizes & Applies Antidote
3		Establishes Personal Minimums	Based on Currency & Proficiency
5		Determines Alternate Airport	As required by FAR 91.169
-2		<i>Fails to File Preferred IFR route(if app.)</i>	<i>NFDC Preferred Route Database</i>
-5		<i>Improper Alternate Airport (as required)</i>	<i>Per FAR <u>91.169</u>/GPS @ Dest & Alt.</i>
-5		<i>Fails to note W GPS WAAS note</i>	<i>Plans LNAV/VNAV & LPV minima</i>
-10		<i>Files IFR outside currency window</i>	<i>Per FAR <u>61.57</u></i>
-10		<i>Fails to plan required fuel</i>	<i>Per FAR <u>91.167</u></i>
34		SCORE: ____ – PAR: 5	OVER/UNDER PAR: ____

Ground Operations: Preflight Aircraft

Wt	✓	Element	Description
2		Verifies Aircraft/Equipment Currency (AV1ATED)	Per FAR: <u>91.171</u> , <u>91.207</u> , <u>91.213</u> , <u>91.403</u> , <u>91.409</u> , <u>91.411</u> , <u>91.413</u> ,
5		Assures Operable Required Equipment	Per FAR 91.205
5		Verifies Currency of Nav Equip./Charts	VOR (30day), GPS/Charts (28day)
2		Determine need for supplemental Oxy.	As required by FAR 91.211
5		Avoid Ice Flight or Verifies Req. Equip.	As described in POH
3		Conducts walk around w/checklist	Properly preflight each item
-5		<i>Operates with Expired Charts</i>	<i>Obsolete Charts (Missed Revision)</i>
-5		<i>Operates without Required Equipment</i>	<i>Per the Operational Requirements</i>
-10		<i>Neglects a Full Preflight</i>	<i>Assumes Airworthy Aircraft State</i>
17		SCORE: ____ – PAR: 5	OVER/UNDER PAR: ____

Ground Operations: Pre-Departure

Wt	✓	Element	Description
5		Flight instruments ✓ during taxi	Gyros stable, inclinometer, compass, GPS Track, etc...
5		Copy IFR Clearance While Stopped	Requests ATC to Standby or Stops
2		Repeat taxi instruction/Self Announces	RWY, ROUTE, HOLDS (Per AIM)
3		Reviews airport taxi diagram/hot spots	Taxi chart visible throughout taxi
2		Brakes/Steering ✓ (with initial taxi roll)	Assure controllability before taxi
2		Minimizes Prop Blast –Confined space	RPM < 1500
2		Taxi Speed ≤ brisk walk	Avoids excessive speed
3		Appropriate Braking	Smooth application, w/out riding
5		Pre-Programs Avionics, TXPR ALT	Manages Distractions During Taxi
3		Prepares for Emergency Return	Selects an approach/T.O. Alternate
5		Performs Proper Run-Up	Per Manufacturer Checklist
-5		<i>Fails to use checklist</i>	<i>To confirm all tasks completed</i>
-5		<i>Centerline deviation beyond main gear</i>	<i>Unnecessary taxiway excursions</i>
-10		<i>Misinterprets Clearance</i>	<i>Expectation Bias, Complacency</i>
-15		<i>Fails to Obtain Clearance</i>	<i>Depart VFR into IMC^{(Controlled/} Airspace)</i>
-20		<i>Runway/Taxi Incursion</i>	<i>Any Undesired State During Taxi</i>
23		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Ground Operations: Post Flight

Wt	✓	Element	Description
2		Decelerates before exiting RWY	No side loading in turn
3		Exits Runway towards parking (If app)	Left or Right towards parking
2		Properly reads back instruction (If app)	DEST, ROUTE, HOLDS (Per AIM)
2		Minimizes Prop Blast –Confined space	RPM < 1500
2		Taxi Speed ≤ brisk walk	Avoids excessive speed
3		Appropriate Braking	Smooth application, w/out riding
5		Idles Engine for Cooling (≥ 2 minutes)	Prevent coking of bearings
2		Assures aircraft chocked/secured	Controls locked if windy
3		Inspects for damage from flight	Bird strikes, tire wear, etc..
-5		<i>Centerline deviation beyond main gear</i>	<i>Unnecessary taxiway excursions</i>
-5		<i>Leaves Radar On</i>	<i>Dangerous to Personnel</i>
-5		<i>Leaves Induction Air in Alternate</i>	<i>Unfiltered Air Entering Engine</i>
-10		<i>Taxiway Incursion</i>	<i>Operating on unintended taxiways</i>
-20		<i>Runway Incursion (exiting onto RWY)</i>	<i>On runway w/out clearance/intent</i>
24		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
GROUND OPERATIONS: _____ DATE: _____

Pattern: 1st Segment (Takeoff < 500' AGL)

Wt	✓	Element	Description
5		Confirms Proper Runway	Before taking runway, no later than roll
3		Confirms Flight Controls Free/Correct	Upwind wing down force during roll
2		Sets, Confirms, & Maintains Power	e.g., Power, RPM, Oil Pressure, EGT, Hand on throttle
3		Confirms Instruments	e.g., Airspeed Alive
5		Maintain RWY Centerline	Centerline between the main wheels
2		Proper Rotation Speed	Flaps (lower), X-wind (higher)
3		Assures Ground Track	RWY Centerline/Assigned HDG
2		Retracts Gear ≤(V _{lo} 126 KIAS)	After positive rate (Altimeter)/ RWY unusable
3		Coordinates Rudder	Usually Right Rudder, Ball Centered
5		Climbs on Speed	+10/-5 KIAS
5		Climb Pitch	Pitch 15°/5°
3		Wings Level Through 300' AGL	Bank ±5°
2		Retracts Flaps ≤(V _{fe})	≥400' AGL
-5		<i>Centerline Deviation</i>	<i>Centerline outside main gear</i>
-5		<i>Bounced Takeoff</i>	<i>Any contact after initial liftoff</i>
-10		<i>Stall Warning/Critical Angle of Attack</i>	<i>Over Rotation</i>
DQ		<i>Airspeed Error</i>	<i>+20/-10 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 10°, Pitch +20°/-0°</i>
43		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Pattern: 2nd Segment (Upwind/Crosswind > 500' AGL)

Wt	✓	Element	Description
2		Sets Climb Power	Not ≤ 500' AGL or > 5 minutes
3		Engine Out Consideration	No attempt to RWY return < 800' AGL
2		Automates Properly As Desired	A/P and/or Y/D, in trim before engaged
3		Enters Crosswind Leg	<ul style="list-style-type: none"> • RWY End / Within 300' of Pattern • Bank ≤ 20°
5		Proper Ground Track	Perpendicular to RWY Centerline
3		Climb Checklist	Flowed and/or Checked
DQ		<i>Airspeed Error</i>	<i>+20/-10 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 45°, Pitch +20°/-5°</i>
18		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Pattern 3rd Segment (Downwind)

Wt	✓	Element	Description
3		At Pattern Altitude	No overshoots ±100'
3		At Pattern Speed	±10 KIAS
2		Sets Power	For clean pattern speed
3		Enters Downwind	<ul style="list-style-type: none"> • ≤ 30° Bank • Ground track parallels RWY
3		Cruise/Descent Checklist	Flowed and/or Checked
2		Integrates Other Traffic	Faster/Slower Traffic Spacing
3		Maintains Pattern Altitude	Until at least RWY threshold
3		Sets Descent Power	For initial approach speed
2		Initial Approach Flaps ≤(Vfe)	Set before turning base leg
DQ		<i>Airspeed Error</i>	<i>+20/-20 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 45°, Pitch +20°/-20°</i>
-5		<i>Altitude Error</i>	<i>±200' Deviation</i>
24		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Pattern: 4th Segment (Base)

Wt	✓	Element	Description
3		Coordinated Turn	<ul style="list-style-type: none"> • ≤ 30° Bank • Pitch 5°/-10°
3		Approach Speed	±10 KIAS
5		Stabilized Descent	400'-1000' fpm
3		Gear Down ≤(Vlo 165 KIAS)	Extended before turning final
2		Clears Final	Spacing/Straight in traffic
DQ		<i>Airspeed Error</i>	<i>+20/-15 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 45°, Pitch +10°/-20°</i>
-5		<i>Excessive Descent</i>	<i>> 1500' fpm</i>
16		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Pattern: 5th Segment (Final)

Wt	✓	Element	Description
3		Coordinated Turn	≤ 30° Bank, Pitch 5°/-5
3		Landing Speed	+5/0 KIAS
5		Stabilized Descent	400'-1000' fpm
3		Landing Check	CGUMPS/Checklist/Flows etc...
DQ		<i>Airspeed Error</i>	<i>+10/-5 KIAS</i>
-3		<i>No Landing Check</i>	<i>No Configuration Awareness</i>
-5		<i>Excessive Descent</i>	<i>> 1500' fpm</i>
-3		<i>Overshoots Final</i>	<i>Lack of Wind Compensation</i>
DQ		<i>Unusual Attitude</i>	<i>Bank > 45°, Pitch ±10°</i>
14		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Pattern: 6th Segment (Touchdown < 500' AGL)

Wt	✓	Element	Description
5		Maintains 3° Glide Slope	VASI/PAPI until RWY assured
2		Round-out To Flare	Transition to landing attitude
5		Aiming Point	Land in touch down zone
5		Centerline Alignment At Touchdown	Between main wheels
3		Longitudinal Alignment At Touchdown	Little to no side loading
3		X-wind Control Input	Increased as speed decreases
2		Decelerates To Taxi Speed	Aerodynamic/Wheel Braking
2		Exits Runway Correctly	At taxi speed, uses inactive runway only with clearance
-5		<i>Fails To Maintain Glide Slope/Airspeed</i>	<i>Pitches up without adding power</i>
DQ		<i>Excessive Descent</i>	<i>> 1000' fpm</i>
-5		<i>Ballooning/Excessive Floating</i>	<i>Landing outside touchdown zone</i>
DQ		<i>Bounced Landing</i>	<i>More than two bounces</i>
-5		<i>Centerline Deviation</i>	<i>Centerline outside main gear</i>
-5		<i>Excessive Braking</i>	<i>Skidding/Shuddering</i>
27		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Pattern: 7th Segment (Go Around < 500' AGL)

Wt	✓	Element	Description
5		Adjusts Power For Go-Around	TOGA/Climb power as needed
5		Adjusts Pitch For Go-Around	Pitch 15°/5°
10		Coordinates Roll With Rudder	<ul style="list-style-type: none"> • Initial bank ±5° (wings level) • Compensates for torque & yaw
5		Sets Flaps ≤(Vfe)	Retracted to approach flaps
3		Sets Gear ≤(Vlo 126 KIAS)	Retracts only after positive rate (as determined by altimeter)
3		Limits Bank While Avoiding Conflicts	Bank ≤ 20°
3		Climbs on Speed	+10/-5 KIAS
2		Retracts Flaps	≥400' AGL
DQ		<i>Stall Warning/Critical Angle of Attack</i>	<i>Over Rotation</i>
DQ		<i>Airspeed Error</i>	<i>+20/-10 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 30°, Pitch +20°/0°</i>
36		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
 VISUAL TRAFFIC PATTERN: _____ DATE: _____

VFR Maneuvers: Slow Flight^{1,2}

Wt	✓	Element	Description
5		Adjusts Power to Maintain Altitude	≤ ±50'
5		58 KIAS Flaps DN, 69 KIAS Flaps UP	Airspeed +5/-0 KIAS
10		Coordinates Roll With Rudder	<ul style="list-style-type: none"> • Angle of Bank 0-10° (±5°) • Compensates for torque & yaw
3		Maintains Assigned Heading	≤ ±10°
5		Changes Configuration (Flaps/Gear)	Accomplished within tolerances
5		Constant Airspeed Climbs/Descents	Accomplished within tolerances
DQ		<i>Stall</i>	<i>Un-commanded Pitching/Rolling</i>
-5		<i>Heading Error</i>	<i>> ±20°</i>
-5		<i>Altitude Error</i>	<i>> ±100'</i>
DQ		<i>Airspeed Error</i>	<i>> +10/-5 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank >15°, Pitch +30°/-10°</i>
33		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

VFR Maneuvers: Power Off Stalls (Landing Configuration)^{1,2}

Wt	✓	Element	Description
3		Recognizes/Announces Onset of Stall	Buffeting/Stall Warn Horn
5		Reduces Angle of Attack & Levels Wings (Disconnects Autopilot)	<ul style="list-style-type: none"> • Pitch: 10° less than stall attitude • Bank: +/-5° from wings level
5		Begins accelerating towards V _X /V _Y (as specified)	Airspeed is regained with pitch (not power)
5		Sets Power	As required to arrest descent
5		Sets Flaps 20°	Airspeed ≥80 KIAS
3		Sets Gear	Positive Rate (Altimeter)
3		Sets Flaps 10°	After Positive Rate & Accelerating
2		Retracts Flaps	≥ V _X /V _Y (as specified)
3		Climbs on Speed (as specified)	+10/-5 KIAS
-5		<i>Fails to Lower Nose in Recovery</i>	<i>Uses Power vs. Pitch in Recovery</i>
DQ		<i>Secondary Stall</i>	<i>Over Pitch Rotation in Recovery</i>
DQ		<i>Airspeed Error in Recovery</i>	<i>+20/-10 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 30°, Pitch +40°/-20°</i>
34		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

¹NOTE: Stalls and Spin Awareness (Per FAA)

During flight training, there must always be a clear understanding concerning stalls and spin awareness. All stalls will be in accordance with FAA policy. All stalls will be recovered no lower than 1,500 feet AGL for single engine airplanes.

²NOTE: Clearing Area (Per FAA)

It is vitally important that the applicant uses proper and effective scanning techniques to clear the area before performing maneuvers. *(Initially left bank, ≥180° heading change)

VFR Maneuvers: Power On Stalls ($\geq 65\%$ of Full Power)^{1,2}

Wt	✓	Element	Description
3		Recognizes/Announces Onset of Stall	Buffeting/Stall Warn Horn
5		Reduces Angle of Attack & Levels Wings (Disconnects Autopilot)	<ul style="list-style-type: none"> Pitch: 10° less than stall attitude Bank: +/-5° from wings level
5		Begins accelerating towards V_X/V_Y (as specified)	Airspeed is regained with pitch (not power)
5		Sets Power	As required to arrest descent
3		Maintains Specified Bank	Bank $\leq 20^\circ$ +/-10°
10		Coordinates With Rudder	Compensates for torque & yaw
5		Sets Flaps	Retracted to 10° flaps (if from 20°)
3		Sets Gear	Positive Rate (Altimeter)
2		Retracts Flaps	$\geq V_X/V_Y$ (as specified)
3		Climbs on Speed (as specified)	+10/-5 KIAS
-5		<i>Fails to Lower Nose in Recovery</i>	<i>Uses Power vs. Pitch in Recovery</i>
DQ		<i>Secondary Stall</i>	<i>Over Pitch Rotation in Recovery</i>
DQ		<i>Airspeed Error in Recovery</i>	<i>+20/-10 KIAS</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 30°, Pitch +40°/-20°</i>
44		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

VFR Maneuvers: Steep Turns (Observed Left & Right, Full 360°)^{1,2}

Wt	✓	Element	Description
5		Establishes at least 45°, $\leq 50^\circ$ Bank	Bank +/- 5°
5		Maintains Entry Altitude	Altitude +/- 50'
3		Coordinates Roll With Rudder	Compensates for torque & yaw (right turn requires greater rudder)
5		Maintains Entry Airspeed	Speed +/- 5 KIAS
3		Rolls out to Desired Heading	Heading +/- 10°
DQ		<i>Stall Warning/Critical Angle of Attack</i>	<i>Accelerated Stall</i>
DQ		<i>Airspeed Error</i>	<i>Exceeds +/- 10 KIAS</i>
-5		<i>Altitude Error</i>	<i>Exceeds +/- 100'</i>
DQ		<i>Exceeds V_A</i>	<i>Excessive Loading</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 60°, Pitch +30°/-20°</i>
21		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
 VISUAL MANUEVERS: _____ DATE: _____

¹NOTE: Stalls and Spin Awareness (Per FAA)

During flight training, there must always be a clear understanding concerning stalls and spin awareness. All stalls will be in accordance with FAA policy. All stalls will be recovered no lower than 1,500 feet AGL for single engine airplanes.

²NOTE: Clearing Area (Per FAA)

It is vitally important that the applicant uses proper and effective scanning techniques to clear the area before performing maneuvers. *(Initially left bank, $\geq 180^\circ$ heading change)

Basic Instruments: Holding Procedures

Wt	✓	Element	Description
5		Determines Appropriate Hold Entry	Remains in Protected Airspace
5		Determines Fuel Endurance	Recalculates Reserve Fuel w/EFC
5		Program Avionics/GPS for Holding	OBS (King), OBS as req. (Garmin)
5		Times Outbound Leg Abeam Fix	TO/FROM Flag vs. Wings Level
5		Makes Standard Rate Turns	3°/second Up to 30° of Bank Max
5		Advises ATC When Entering Hold	States Position, Time (Z), & Altitude
5		Advises ATC When Exiting Hold	Reports w/o Specific ATC Request
-5		<i>Slow From Filed TAS >3 Min. To Fix</i>	<i>Must Advise ATC if Slowing Early</i>
-5		<i>Exceeds Maximum Holding Speed</i>	<i>Instance where 175 KIAS Depicted</i>
-5		<i>Excepts Holding Instructions w/o EFC</i>	<i>Must have EFC for Lost Comm.</i>
-5		<i>Incorrectly Use Time v. ATD outbound</i>	<i>GPS typically 4NM, VOR Timed leg</i>
-5		<i>Incorrect Inbound Leg Length Timing</i>	<i>≤ 14K MSL 1 Min, > 14K 1-½ Min</i>
-5		<i>Lateral Tracking</i>	<i>>3/4 Scale Deflection Indications</i>
-5		<i>Airspeed Error</i>	<i>> ±10 KIAS</i>
-10		<i>Heading Error</i>	<i>> ±10° of desired heading</i>
-10		<i>Altitude Error</i>	<i>> ±100 feet</i>
-10		<i>Turns Wrong Direction While Holding</i>	<i>Enters Unprotected Airspace</i>
35		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

Basic Instruments: Unusual Attitude Recovery

Wt	✓	Element	Description
5		Adjust Power For Condition (V_{NE}/V_S)	V_{NE} Reduce Power, V_S Add Power
5		Rolls Wings Leveled During Recovery	V_{NE} Before Pitch Up, V_S w/Pitch Dn
5		Coordinated Control Application	Proper rudder input, corrective pitch
3		Relieves Control Pressure w/Trim	Flies w/yoke, trims away pressure
5		Re-establishes Controlled Flight	≤ ±100 ft, heading ±10°, ±10 KIAS
-5		<i>Improper Power Response</i>	<i>V_{NE} Adds Power, V_S Reduce Power</i>
DQ		<i>Exceeds Vne/Stalls Aircraft</i>	<i>Departs Controlled Flight</i>
-10		<i>Fails to achieve corrected flight</i>	<i>> ±200 ft, heading ±20°, ±10 KIAS</i>
DQ		<i>Aggravates Condition</i>	<i>Stall, incipient spin, >V_{NE}, ^{SLIP/} SKID</i>
DQ		<i>Failed Recovery from Unusual Attitude</i>	<i>Intervention by Evaluator</i>
23		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
 BASIC INSTRUMENT: _____ DATE: _____

Instrument Arrival: Transition to Approach (ILS)

Wt	✓	Element	Description
3		Obtains Current Weather Observation	Before being prompted by ATC
3		Gathers Available NOTAMS	Determines Impact on Arrival/App.
3		Selects Appropriate Approach	e.g., Wind, Approach Minimums
5		Verifies Correct Instrument Indications	e.g., Altimeter set, Compass/D.G.
3		Tunes/Identifies Nav aids/GPS Modes	Morse, GPS/VLOC, TERM/ENR
5		Briefs Approach Through Missed App.	From IAF/Vectors to Holding Entry
3		Approach and Landing Checklists	Review Early in Landing Approach
-5		<i>Fails to Establish VDP (Non-Precision)</i>	<i>As Published or Derived (300'/1NM)</i>
-5		<i>Fails to verify predictive RAIM for GPS</i>	<i>As displayed in GPS Utilities</i>
-5		<i>Doesn't Adjust IAP Altitudes as Req.</i>	<i>INOP Equip, Extreme Temperature</i>
-5		<i>Uses expired GPS data in lieu of Navaid (ADF, DME)</i>	<i>Chart revision newer than database</i>
-10		<i>Use Expired GPS Data on revised IAP</i>	<i>Chart revision newer than database</i>
-10		<i>Does Not Brief/Review Approach</i>	<i>Unfamiliar with Minimums, Missed</i>
25		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
 INSTRUMENT ILS ARRIVAL: _____ DATE: _____

ILS Approach: Initial Segment (Full Approach)

Wt	✓	Element	Description
3		Requests/Navigates to Appropriate IAF	Directly or via Feeder Route
5		Maintains Last Assigned Altitude	Until Cleared & Established on App.
3		Performs Turns at Standard Rate	Reference Turn Coordinator
5		Perform Procedure Turn as Required or DME Arc	{Barb, 80°/260°, Teardrop, (Correct side of course)}, or Depicted Hold
-5		<i>Incorrect Course Reversal</i>	<i>Violate NoPT/Incorrect Course Side</i>
-5		<i>Exceeds safe distance from FAF/Ref.</i>	<i>Typically >10NM from Reference</i>
-5		<i>CDI Full Scale Deflection/ > 10°/ 1 n.m.</i>	<i>Course Error After Established</i>
DQ		<i>Airspeed Error</i>	<i>> ±10 KIAS</i>
-10		<i>Heading Error</i>	<i>> ±20° of desired heading</i>
-10		<i>Altitude Error</i>	<i>> ±100 feet</i>
-10		<i>Conducts Approach Without Clearance</i>	<i>Altitude/Course/Heading Deviation</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 45°, Pitch ≥ +20°/-20°</i>
16		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

ILS Approach: Intermediate Segment/Vectors to Final

Wt	✓	Element	Description
5		Anticipates Course Needle Centering	Captures Course w/out Overshoot
3		Limits Bank Angle to 10° Once on Final	Avoids Overcorrecting/CDI Chasing
3		Observes Glideslope Functionality	Movement within 1 n.m. of intercept
5		Flap/Gear Configured by Final segment	Intended Approach Flaps Set
3		Organized Radio Communications	Next Intended Freq. in Standby
-3		<i>Overshoots Final Approach Course</i>	<i>Fails to Anticipate Turn to Final</i>
-3		<i>Exceeds 30° Bank During Turns</i>	<i>Overbanking to capture course</i>
-5		<i>Exceed Vfe/Vlo extending flaps/gear</i>	<i>Gear/10°>165, 20°>130, 36°>116K</i>
-5		<i>Continues Approach in GPS vs. VLOC</i>	<i>Improper Navigation Configuration</i>
-5		<i>CDI Full Scale Deflection/ > 10°/ 1 n.m.</i>	<i>Course Error After Established</i>
DQ		<i>Airspeed Error</i>	<i>> ±10 KIAS</i>
-10		<i>Heading Error</i>	<i>> ±20° of desired heading</i>
-10		<i>Altitude Error</i>	<i>> ±100 feet</i>
-10		<i>Joins Final App. Course w/o clearance</i>	<i>While Being Radar Vectored</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 45°, Pitch ≥ +20°/-20°</i>
16		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

ILS Approach: Final Segment

Wt	✓	Element	Description
5		Maintains Airspeed w/Glide Slope Int.	≤ ±10 KIAS of Approach Speed
5		Confirms Altimeter w/FAF Crossing Altitude While on Glide Slope	Cross Check of Proper Altimeter Setting & Avoids False Glide Slope
3		Accounts for Missed Approach Point (MAP) in Case of Glide Slope Failure	GPS Along Track Distance (ATD) or Timing From FAF-MAP
5		Communicates/Transmits for Landing	TWR/CTAF, Pilot Controlled Lights
3		Assures Aircraft Configured to Land	Landing Configuration Flow/GUMPs
3		Limit Bank Angle to 10° on Final	Avoids Overcorrecting/CDI Chasing
5		Localizer &/or Glide Slope Tracking	≤ ½ Scale Deflection Indications
3		Recognizes DH on G/S and Reacts	Missed Approach/Continues/Lands
-5		<i>Fail to Maintain 3° Glide Visual to Rwy</i>	<i>No Instrument/Visual Crosscheck</i>
-5		<i>Arrives at MAP Above DA</i>	<i>Poor Vertical Planning</i>
-5		<i>Failure to Manage Automation</i>	<i>Fail to Capture G/S w/Autopilot, etc.</i>
-3		<i>Corrects Low Glide Slope by Climbing</i>	<i>Versus Level Flight to Re-Intercept</i>
-5		<i>Localizer &/or Glide Slope Tracking</i>	<i>>3/4 Scale Deflection Indications</i>
-5		<i>Conducts Approach w/o App. Lights</i>	<i>Fails to Activate Pilot Control Lights</i>
DQ		<i>Unstable Approach</i>	<i>>1,000 FPM, A/S > +10/-5 KIAS</i>
DQ		<i>Continues Descent Below DH</i>	<i>w/o Vis, RWY/Lights, Positon Land</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 30°, Pitch > +10°/-10°</i>
32		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR _____
 ILS APPROACH: _____ DATE: _____

Missed Approach: No Contact/Rejected Landing

Wt	✓	Element	Description
3		Identify Missed Approach Point (MAP)	DH (DA) on G/S, MAP Fix/Time
5		Make Timely Land/Go Around Decision	Discontinue Deteriorating Approach
5		Adjusts Power For Go-Around	TOGA/Climb power as needed
5		Adjusts Pitch For Go-Around	Pitch 15°/5°
10		Coordinates Roll With Rudder	• Initial bank ≤5° (wings level) Compensates for torque & yaw
5		Sets Flaps ≤(Vfe) Retract Incrementally	Retracted to approach flaps (≤ 20°)
3		Sets Gear ≤(Vlo 126 KIAS) Note: Gear Warn Horn will Sound until Flaps ≤ 10°	Retracts only after positive rate (as determined by altimeter)
3		Limits Bank While Avoiding Conflicts	Bank ≤ 20°
3		Speed 81 KIAS Obstacle, Or 110 KIAS	+10/-5 KIAS
2		Retracts Flaps (0°)	≥400' AGL
5		Sequence Avionics/GPS to Missed App	OBS/CDI (Garmin), DIR/GPS (King)
5		Advises CTAF/ATC of Missed App	ATC: Missed, Reason & Intention
5		Completes Go-Around/Climb Checklist	Confirms Aircraft Configuration
-5		<i>Climbs Less than 400 Feet per/Minute</i>	<i>Miss Predicated on 200 Feet/N.M.</i>
-5		<i>Unable Alternate Missed & is Required</i>	<i>Cannot Accept Approach Clearance</i>
-5		<i>Fail to Advise ATC of Cold Wx Altitudes</i>	<i>When Cold Wx Corrections Needed</i>
DQ		<i>Airspeed Error</i>	<i>+20/-10 KIAS</i>
-10		<i>Heading Error</i>	<i>> ±20° of desired heading</i>
-10		<i>Altitude Error</i>	<i>> ±100 feet</i>
-10		<i>Execute Turn Maneuver Prior to M.A.P.</i>	<i>Proc. Based on Arrival over M.A.P.</i>
DQ		<i>Stall Warning/Critical Angle of Attack</i>	<i>Over Rotation</i>
-10		<i>Reverses Go-Around Decision</i>	<i>Attempts Landing After Go Decision</i>
-10		<i>Re-Enters IMC w/o ATC Clearance</i>	<i>Visual Approach/Cancel IFR early</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 30°, Pitch +20°/-10°</i>
56		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
 MISSED APPROACH: _____ DATE: _____

Instrument Arrival: Transition to Approach (GPS)

Wt	✓	Element	Description
3		Obtains Current Weather Observation	Before being prompted by ATC
3		Gathers Available NOTAMS	Determines Impact on Arrival/App.
3		Selects Appropriate Approach	e.g., Wind, Approach Minimums
5		Verifies Correct Instrument Indications	e.g., Altimeter set, Compass/D.G.
3		Tunes/Identifies Nav aids/GPS Modes	Morse, GPS/VLOC, TERM/ENR
5		Briefs Approach Through Missed App.	From IAF/Vectors to Holding Entry
3		Approach and Landing Checklists	Review Early in Landing Approach
-5		<i>Fails to Establish VDP (Non-Precision)</i>	<i>As Published or Derived (300'/1NM)</i>
-5		<i>Fails to verify predictive RAIM for GPS</i>	<i>As displayed in GPS Utilities</i>
-5		<i>Doesn't Adjust IAP Altitudes as Req.</i>	<i>INOP Equip, Extreme Temperature</i>
-5		<i>Uses expired GPS data in lieu of Navaid (ADF, DME)</i>	<i>Chart revision newer than database</i>
-10		<i>Use Expired GPS Data on revised IAP</i>	<i>Chart revision newer than database</i>
-10		<i>Does Not Brief/Review Approach</i>	<i>Unfamiliar with Minimums, Missed</i>
25		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
 INSTRUMENT GPS ARRIVAL: _____ DATE: _____

GPS (LPV/LNAV+VNAV) Approach: Initial Segment (Full Approach)

Wt	✓	Element	Description
3		Loads Desired Approach into GPS	Appends to Active Flight Plan
3		Determines If: Straight-In or Base Area	Note Bearing to Center IF/IAF Point
3		Selects Appropriate IAF	Relative to Present Position
5		Selects Navigation CDI to GPS Mode	Proper Navaid Presentation
5		Assures GPS Arms for Approach	< 30 n.m. TERM or ARM Displayed
-5		<i>Not Activating GPS Approach (Garmin)</i>	<i>Proceed Beyond IAF w/o Activating</i>
-5		<i>Improper use of OBS Mode</i>	<i>GPS Brand Specific (King/Garmin)</i>
-5		<i>Incorrect Course Reversal</i>	<i>Violate NoPT TAA Sector/As Noted</i>
-5		<i>Selects IAF Not Authorized For Use</i>	<i>Due to Airway/Direction of Flight</i>
-5		<i>Descend to TAA Altitude w/o Clearance</i>	<i>Cleared App vs. Cleared to IAF, etc</i>
-5		<i>>3/4 Scale Deflection on CDI</i>	<i>Course Error After Established</i>
DQ		<i>Airspeed Error</i>	<i>> ±10 KIAS</i>
-5		<i>Heading Error</i>	<i>> ±20° of desired heading</i>
-10		<i>Altitude Error</i>	<i>> ±100 feet</i>
-10		<i>Conducts Approach Without Clearance</i>	<i>Course/Heading Deviation</i>
-10		<i>Manually Enters Approach Waypoints</i>	<i>App. Must be Database Retrievable</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 45°, Pitch ≥ +20°/-20°</i>
19		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

GPS (LPV/LNAV+VNAV) Approach: Intermediate Segment/Vectors to Final

Wt	✓	Element	Description
5		Anticipates Turn to Next Course	Captures Course w/out Overshoot
3		Limits Bank Angle to 10° Once on Final	Avoids Overcorrecting/CDI Chasing
5		Notes GPS Mode/Minima Annunciation	ACTV(King), LPV/LNAV+V(Garmin)
3		Observes Slope Functionality	Movement within 1 n.m. of intercept
5		Flap/Gear Configured by Final segment	Intended Approach Flaps Set
3		Organized Radio Communications	Next Intended Freq. in Standby
-3		<i>Overshoots Final Approach Course</i>	<i>Fails to Anticipate Turn to Final</i>
-3		<i>Exceeds 30° Bank During Turns</i>	<i>Overbanking to capture course</i>
-5		<i>Exceed Vfe/Vlo extending flaps/gear</i>	<i>Gear/10°>165, 20°>130, 36°>116K</i>
-5		<i>Continues Approach in GPS vs. VLOC</i>	<i>Improper Navigation Configuration</i>
-5		<i>>3/4 Scale Deflection on CDI</i>	<i>Course Error After Established</i>
DQ		<i>Airspeed Error</i>	<i>> ±10 KIAS</i>
-5		<i>Reprogram GPS for Intermediate Fixes</i>	<i>AIM Discourages 'Vectors-to-final'</i>
-10		<i>Heading Error</i>	<i>> ±20° of desired heading</i>
-10		<i>Altitude Error</i>	<i>> ±100 feet</i>
-10		<i>Joins Final App. Course w/o clearance</i>	<i>While Being Radar Vectored</i>
-10		<i>Continues Approach w/RAIM Failure</i>	<i>Approach does not become active</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 45°, Pitch ≥ +20°/-20°</i>
24		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

GPS (LPV/LNAV+VNAV) Approach: Final Segment

Wt	✓	Element	Description
5		Maintains Airspeed w/Vert. Slope Int.	≤ ±10 KIAS of Approach Speed
5		Confirms Altimeter w/FAF Crossing Altitude While on Vert. Slope	Cross Check of Proper Altimeter Setting
3		Accounts for Missed Approach Point (MAP) in Case of Vert. Slope Failure	GPS Along Track Distance (ATD)
5		Communicates/Transmits for Landing	TWR/CTAF, Pilot Controlled Lights
3		Assures Aircraft Configured to Land	Landing Configuration Flow/GUMPs
3		Limit Bank Angle to 10° Once on Final	Avoids Overcorrecting/CDI Chasing
5		Lateral &/or Vertical Slope Tracking	≤ ½ Scale Deflection Indications
3		Recognizes DH on Slope and Reacts	Missed Approach/Continues/Lands
-5		<i>Fail to Maintain 3° Glide Visual to Rwy</i>	<i>No Instrument/Visual Crosscheck</i>
-5		<i>Arrives at MAP Above DA</i>	<i>Poor Vertical Planning</i>
-5		<i>Failure to Manage Automation</i>	<i>Fail to Capture G/S w/Autopilot, etc.</i>
-3		<i>Corrects Low Vert. Slope by Climbing</i>	<i>Versus Level Flight to Re-Intercept</i>
-5		<i>Lateral &/or Vertical Slope Tracking</i>	<i>>3/4 Scale Deflection Indications</i>
-5		<i>Conducts Approach w/o App. Lights</i>	<i>Fails to Activate Pilot Control Lights</i>
DQ		<i>Unstable Approach</i>	<i>>1,000 FPM, A/S > +10/-5 KIAS</i>
-5		<i>Establishes Incorrect Minima</i>	<i>GPS Display/WAAS/NOTAM/Cat.</i>
DQ		<i>Continues Descent Below Decision Height</i>	<i>Without Required: Inflight Visibility, Runway/Lights, Position to Land</i>
DQ		<i>Unusual Attitudes</i>	<i>Bank > 30°, Pitch > +10°/-10°</i>
32		SCORE: _____ – PAR: 5	OVER/UNDER PAR: _____

OVERALL PAR
GPS (LPV/LNAV+VNAV) APPROACH: _____ DATE: _____

Phase I PAR: Score Summary

Operation	Score	Date	Evaluator
Ground Operations			
Visual Traffic Pattern			
Visual Maneuvers			
Basic Instrument			
Instrument ILS Arrival			
ILS Approach			
Missed Approach			
Instrument GPS Arrival			
GPS (LPV/LNAV+VNAV) Approach			
COMPLETED PHASE I PAR SCORE:			