COMMERCIAL MULTIENGINE PROGRESS CHECK 2
TwinStar Twin Engine

Completion Standards: The student will show the knowledge and proficiency required by 14 CFR 61.125 and 61.127, and the Commercial Pilot Multiengine Practical Test Standards, and demonstrates the ability to operate safely as a Commercial Multiengine Pilot. Any violation of safety, FAR's, Ahart policies or aircraft limitations will result in failure of the Progress Check	Student: _____ Instructor: _____ Check Pilot: _____ Date: _____
Overall Grade: _____ Note = Required by 14 CFR 61.125(b), 61.127(b)(2) and/or the Commercial AMEL PTS.	Grading: E – Exceeded PTS Standards M – Met PTS Standards B – Below PTS Standards N – Not Tested

ORAL 2.0 Hours

_____ Certificates, Documents, MEL *

_____

_____ VFR Day/Night Required Equipment *

_____

_____ MEL's and Special Flight Permits *

_____

_____ Commercial Privileges and Limitations *

_____

_____ Twin-Single Engine Aerodynamics * (Including factors of Vmc)

_____

_____ Stall/Spin Awareness *

_____

_____ Twin-Engine Maneuvers *

_____

_____ Advanced Aircraft Systems and Systems Malfunctions * (G1000, Electrical System, Landing Gear, Turbo Charger, Diesel Engines)

_____

_____ Emergency Procedures (Engine Out, Communications, Electrical Failures) *

_____

_____ Wake Turbulence *

_____

_____ Performance and Limitations *

_____

_____ Weight and Balance *

_____

_____ FAR' s/AIM/NTSB *

_____

_____ Airspace and Charts *

_____

_____ Cross Country Flight Planning *

_____

_____ Use of Flight Service Stations *

_____

_____ Weather theory and Factors *

_____

_____ Weather Reports, Forecasts and Charts *

_____

_____ Night Flight Factors *

_____

_____ High Altitude Factors, Oxygen Systems, Pressurization Systems *

_____

_____ Aero-medical Factors (Hypoxia, Hypothermia, Carbon Monoxide, Disorientation, Scuba Diving, Alcohol, Drugs) *

_____

_____ Go, No-Go Decisions *

FLIGHT 2.0 Hours

_____ Preflight Preparations *

_____ Start/Taxi/Run-up *

_____ Engine Failure on Takeoff Roll *

_____ Normal/Crosswind Takeoff/Climb *

_____ Single Engine Failure Climb-out Procedures * (> 500 AGL minimum altitude)

_____ Slow Flight (+/-50 feet, +/-10 degrees, +5 KIAS, +/-5 degrees specified bank)*

_____ Power-Off Stalls (Approach Stalls) * (+/-10 degrees)

_____ Power-On Stalls (Departure Stalls) * (+/- 5 degrees)

_____ Steep Turns * (50 degree bank, +/-10 KIAS, +/-5 degrees, +/-10 degrees on Heading)

_____ Vmc Demo *

_____ Single Engine Failure/Restart Procedures*

_____ Emergency Descent Procedures *

_____

_____ Aircraft Systems *

_____

_____ G1000 GPS Usage (Flight Planning, NAV Radios, DME Usage)

_____

_____ KAP-140 Auto Pilot Usage (HDG, ALT, NAV)

_____

_____ Twin Engine Instrument Approach * (Only required if instrument privileges are sought)

_____

_____ Twin Engine Instrument Approach – Autopilot Coupled Approach * (Only required if instrument privileges are sought)

_____

_____ Single Engine Instrument Approach * (Only required if instrument privileges are sought)

_____

_____ Single Engine, Partial Panel Instrument Approach * (Only required if instrument privileges are sought)

_____

_____ Single Engine Traffic Pattern Entry and Procedures *

_____

_____ Single Engine Normal/Crosswind Landings *

_____

_____ Single Engine Accuracy Landings *

_____

_____ Go-Arounds *

_____

_____ Post flight Procedures *

_____

GENERAL

_____ Checklist Use *

_____

_____ Cockpit Management *

_____

_____ Collision Avoidance *

_____

_____ Emergency Descent *

_____

_____ Emergency Procedures *

_____

_____ Systems Malfunctions *

_____

_____ Judgment and Decision-Making *

_____

_____ _____

Chief Pilot Signature Date