COMMERCIAL MULTIENGINE PROGRESS CHECK 2
Conventional 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 *

_____ 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)

_____

_____ Accelerated 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 *

_____

_____ Twin Engine Instrument 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 *

_____

_____ _____

Check Pilot Signature Date