

**Attachment 1  
Pilot Qualifications**

**Single-Engine Fixed Gear Aircraft**

**Less than 230 Horsepower:**

- Airman's certificate (ASEL): Student, Private, Commercial, or ATP

**230 Horsepower or Greater:**

- Airman's certificate (ASEL): Private, Commercial, or ATP
- Pilot Time: 100 hours
- PIC time in aircraft with greater than 235 horsepower: 10 hours, or 5 hours PIC in make and model, or completion of an approved training program of not less than 5 hours

**Turbocharged Aircraft:**

- Airman's certificate (ASEL): Private, Commercial, or ATP
- Instrument Rating (or approval from the Chief Flight Instructor)
- Pilot Time: 250 hours (or approval from the Chief Flight Instructor)
- PIC time in aircraft with turbocharged engines: 100 hours, or 25 hours PIC in make and model, or completion of an approved training program of not less than 5 hours

**Single-Engine Retractable Gear**

**Less than 230 Horsepower:**

- Airman's Certificate (ASEL): Private, Commercial, or ATP
- Pilot Time: 125 hours
- PIC time in complex aircraft: 10 hours, or 5 hours PIC in make and model, or completion of an approved training program of not less than 5 hours

**230 Horsepower or Greater:**

- Airman's certificate (ASEL): Private, Commercial, or ATP
- Pilot Time: 125 hours
- PIC time in complex aircraft: 25 hours, or 5 hours PIC in make and model, or completion of an approved training program of not less than 10 hours<sup>1</sup>

**Turbocharged Aircraft:**

- Airman's certificate (ASEL): Private, Commercial, or ATP
- Instrument Rating
- Pilot Time: 250 hours
- PIC time in aircraft with turbocharged engines: 100 hours, or 25 hours PIC in make and model, or completion of an approved training program of not less than 5 hours

## **Multi-Engine Aircraft**

### **All Horsepower Ratings:**

- Airman's certificate (AMEL): Private, Commercial, or ATP; Instrument Rating<sup>2</sup>
- Pilot Time: 250 hours, of which 50 must be in complex aircraft
- PIC time in piston multi-engine aircraft: 25, or 10 hours PIC in make and model, or completion of an approved training program of not less than 10 hours<sup>1</sup>

### **Notes**

1. Pilots may “proficiency-advance” with the approval of the Chief Flight Instructor; however, in no circumstances will the flight phase be less than 5 hours.
2. Pilots holding an Airman’s certificate (ASEL) – Private, Commercial, or ATP may act as PIC of a multi-engine aircraft if accompanied by an FAA Designated Pilot Examiner during a practical test for a multi-engine rating.

## **Attachment 2**

### **Pilot Checkouts**

1. The minimum requirements for a Flight Review, aircraft make and model, instrument, night, and recurrency checkouts are shown in Table 2.1. All tasks indicated with an “X” must be evaluated by the instructor conducting the checkout; however, additional tasks may be accomplished and evaluated at the instructor’s discretion.
2. Customers desiring to fly a Garmin G1000-equipped aircraft must complete a flight review or check out in that aircraft. Customers with an instrument rating must complete an IPC in the Garmin G1000-equipped aircraft if they intend to file an IFR flight plan in a Garmin G1000 equipped aircraft.
3. Customers desiring to fly a non-TAA aircraft, who have logged less than 100 hours of PIC in non-TAA, aircraft must complete a Flight Review in a non-TAA aircraft.
4. Refer to Table 2.2 for the appropriate action when the customer fails to demonstrate the required proficiency on a checkout.
5. With the exception of the instrument checkout, at least three landings and a go-around must be accomplished to complete any checkout.
6. “Recurrency Checks”, as defined in Table 2.1, are required when pilots have not made three takeoffs and landings in a particular make and model aircraft in the previous six calendar months.
7. Visual Scanning and Collision Avoidance will be emphasized on every checkout. Instructors will thoroughly cover the following items:
  - ◆ Runway incursion, to include AC 91-73A
  - ◆ Visual scanning techniques
  - ◆ Use of radio for clearing
  - ◆ Aircraft blind areas
  - ◆ Traffic conflicts at uncontrolled airports

**Table 2.1: Checkout Requirements**

	Flight		Review		Make and Model		Instrument Proficiency		Night	Recurrency	Mountain
	SEL	MEL	SEL	MEL	SEL	MEL					
<b>I. GENERAL KNOWLEDGE</b>											
National Airspace System	X	X									
Company Restrictions	X	X			X	X	X				X
Aeromedical Factors	X	X			X	X	X				X
Local Procedures	X	X			X	X	X				X
Spin Awareness	X	X								X	
Wake Turb. and Wind Shear Avoid.	X	X									X
Engine Inop. Principles of Flight		X		X						X <sub>1</sub>	
<b>II. PREFLIGHT PREPARATION</b>											
Certificates and Documents	X	X									
Weather Information	X	X			X	X				X	X
Cross-Country Flight Planning	X	X			X	X					X
Performance and Limitations	X	X	X	X						X	X
MEL, KOEL	X	X	X	X	X	X	X				
<b>III. PREFLIGHT PROCEDURES</b>											
Preflight Inspection	X	X	X	X	X	X	X	X	X	X	X
Cockpit Management	X	X	X	X	X	X	X	X	X	X	X
Engine Starting	X	X	X	X	X	X	X	X	X	X	X
Taxiing, Surface	X	X	X	X	X	X	X	X	X	X	X
Taxiing, Hover											
Taxiing, Air											
Before Takeoff Check	X	X	X	X	X	X	X	X	X	X	X
<b>IV. AIRPORT OPERATIONS</b>											
Radio Comm. & ATC Light Signals	X	X	X	X	X	X	X	X	X	X	X
Traffic Patterns	X	X	X	X				X	X	X	X
Airport/Runway Markings/Lighting	X	X	X	X	X	X	X	X	X	X	X
<b>V. TAKEOFF, LAND., GO-AROUND</b>											
Normal & Crosswind Takeoff/Climb	X	X	X	X	X	X	X	X	X	X	X
Normal & Crosswind Approach/Landing (Includes No-Flap)	X	X	X	X	X	X	X	X <sub>2</sub>	X	X	X
Short-Field Takeoff/Climb (Max Perform)	X	X	X	X					X	X	X
Short-Field Appr./Land (Steep Appr.)	X	X	X	X					X	X	X
Soft-Field Takeoff/Climb	X		X						X <sub>3</sub>		

**Table 2.1: Continued**

	Flight		Review		Make and Model		Instrument Proficiency		Night	Recurrency	Mountain
	SEL	MEL	SEL	MEL	SEL	MEL	SEL	MEL			
Soft-Field Approach/Landing	X		X							X <sub>3</sub>	
Forward Slip To A Landing	X		X								
Go-Around	X	X	X	X					X	X	
Landing From a Circling Approach							X	X			
Rolling Takeoff and Running Landing											
Slope Operations											
<b>VI. PERFORMANCE MANEUVERS</b>											
Steep Turns	X	X	X	X							
Rapid Deceleration											
Autorotation											
<b>VII. NAVIGATION</b>											
Pilotage and Dead Reckoning	X	X							X		X
Navigation Systems/Radar Services	X	X	X	X	X	X	X	X	X		X
Diversion	X	X				X	X	X	X		X
Lost Procedures	X	X							X		X
Enroute Weather	X	X				X	X				X
<b>VIII. SLOW FLIGHT AND STALLS</b>											
Slow Flight	X	X	X	X						X	
Power-Off Stalls (Airplane)	X	X	X	X						X	
Power-On Stalls (Airplane)	X	X	X	X	X	X				X	
<b>IX. INSTRUMENT PROCEDURES</b>											
Basic Instrument Flight Maneuvers	X	X	X	X	X <sub>4</sub>	X <sub>4</sub>	X				
Intercepting/Tracking Nav. Systems	X	X	X	X	X <sub>4</sub>	X <sub>4</sub>	X				
Timed Turns to Magnetic Headings					X <sub>4</sub>	X <sub>4</sub>					
Recovery from Unusual Attitudes	X	X	X	X	X <sub>4</sub>	X <sub>4</sub>	X <sub>6</sub>				
Radio Comm, Nav Systems	X	X	X	X	X	X	X	X		X	
Holding					X	X					
Non Precision Instrument Approach					X <sub>5</sub>	X <sub>5</sub>					
ILS Instrument Approach Procedure					X <sub>5</sub>	X <sub>5</sub>					
Missed Approach Procedure					X <sub>5</sub>	X <sub>5</sub>					
Circling Approach Procedure					X	X					

Table 2.1: Continued

	Flight		Review		Make and Model		Instrument Proficiency		Night	Recurrency	Mountain
	SEL	MEL	SEL	MEL	SEL	MEL	SEL	MEL			
<b>X. EMERGENCY OPERATIONS</b>											
Loss of Communications	X	X			X	X	X	X	X		
Emergency Descent	X	X	X	X	X	X	X	X	X	X	
Emergency Approach and Landing	X	X	X	X						X	
Systems and Equip. Malfunctions	X	X	X	X	X	X	X	X	X	X	
Aborted Takeoff		X		X							
Engine Failure Before V <sub>MC</sub>		X		X							
<b>X. Emergency Ops (Continued)</b>											
Maneuvering with One Engine Inop		X		X			X			X <sub>1</sub>	
Engine Inop: Loss of Control Demo		X		X							
Engine Inop: Visual Approach		X		X						X <sub>1</sub>	
Engine Inop: Instrument Approach							X				
Emergency Equip and Survival Gear	X	X	X	X					X	X	X
<b>XI. NIGHT OPERATIONS</b>											
Night Preparation									X		
Night Flight									X		
<b>XII. POSTFLIGHT PROCEDURES</b>											
After Landing	X	X	X	X	X	X	X	X	X	X	X
Parking and Securing	X	X	X	X	X	X	X	X	X	X	X
<b>XIII. GENERAL</b>											
Visual Scanning/Collision Avoidance	X	X	X	X	X	X	X	X	X	X	X
Operation of Systems	X	X	X	X	X	X	X	X	X	X	X
Runway Incursion Avoidance	X	X	X	X	X	X	X	X	X	X	X

**Note 1:** Accomplish if recurrency is given in a multi-engine aircraft

**Note 2:** At least one approach must be flown without the use of the landing light

**Note 3:** Required only for single engine land recurrency

**Note 4:** This task must be accomplished both full and partial panel (Primary Attitude and Heading Indicators simulated inoperative).

**Note 5:** At least one approach and missed approach must be flown partial panel.

If an IFR certified GPS is onboard, one non precision approach must be GPS

**Note 6:** For the purpose of the night checkout, Unusual Attitudes shall be limited to  $\pm 5$  degrees of pitch and/or  $\pm 15$  degrees of bank.

**Note 7:** If the aircraft is equipped with an autopilot, the pilot must demonstrate an instrument approach using the autopilot.

**Table 2.2:  
Required Actions for Complete, Incomplete, or Lack of Performance Checkouts**

<b>If</b>	<b>and the check is</b>	<b>then</b>
1. The customer satisfactorily completes all required maneuvers	any type of check	the check is complete.  Complete and sign the Pilot Activity Log
2. The customer does not complete all required maneuvers	a. Initial Flight Review  b. Flight Review  c. Aircraft Make & Model  d. Initial IPC  e. IPC  f. Night	a. the checkout is incomplete and customer cannot act as PIC of any company aircraft.  b. the check is incomplete; however, the customer may continue to exercise PIC privileges in any aircraft they are current and qualified until the end of the 12th calendar month after initial flight review.  c. the check is incomplete and customer may not act as PIC in that make/model aircraft.  d. the check is incomplete and the customer may not exercise instrument privileges.  e. the check is incomplete; however, the customer may continue to exercise instrument privileges in any company aircraft in which they are current and qualified until the end of the 6th calendar month after the previous instrument check.  f. the check is incomplete and the customer may not act as PIC at night.

**Table 2.3 Continued**

3. The customer does not perform all areas to the required standards	a. Flight Review	a. the check is complete (Not Qualified) and the customer cannot act as PIC of any Company aircraft. (Note 1 applies)
	b. Aircraft Make & Model	b. the check is complete (Not Qualified) and the customer cannot act as PIC of that make/model aircraft. (Note 1 applies)
	c. Initial/Subsequent IPC	c. the check is complete (Not Qualified), the customer may not exercise instrument privileges. . (Notes 1 and 2 apply)
	d. Night	d. the checkout is complete (Not Qualified) and the customer may not act as PIC in Company aircraft at night. (Notes 1 and 2 apply)

Note 1: If safety of flight or judgment factors, versus lack of proficiency, are the reason for the disqualification, the customer may not act as PIC in any Company aircraft.

Note 2: Customer must satisfactorily complete a course of training prescribed by the Chief Flight Instructor and subsequently complete another checkout. The second checkout may not be given by the individual who conducted the first checkout or prescribed training.