|  |  |
| --- | --- |
| ***WINGS* ASES PRIVATE PILOT****SINGLE ENGINE SEA ADD ON****FLIGHT ACTIVITY WORKSHEET A210726-02** | DATE: |
| LOCATION: |
| AIRMAN: | AIRMAN CERTIFICATE #: | AIRMAN EMAIL: | TYPE AIRCRAFT/ USED | BLOCK TIME |
| EVALUATOR: | ***WINGS*** Flight Activity Completed:[ ]  YES [ ]  NO |
| **NOTE:** The Evaluator will ensure the airman possesses the knowledge, ability to manage risks, and skills consistent in the performance of flight maneuvers required by the applicable Areas of Operation below. At the discretion of the examiner, an evaluation of the applicant's competence in the remaining Areas of Operation and Tasks may be conducted.**For *WINGS* credit**, the airman will satisfactorily demonstrate the maneuvers and procedures to the performance standards listed in the ACS for the privileges of the certificate or rating being exercised in order to act as Pilot-in-Command (PIC). |
| **Principal ACS Areas of Operations for this *WINGS* Flight Activity (Bold/Underlined Items Required):** |
| **AREA OF OPERATION (see Comment)** | **GRADE** | **AREA OF OPERATION** | **GRADE** |
| **FM** | **SRM** | **FM** | **SRM** |
| I**. PREFLIGHT PREPARATION** |  |  | **VI. NAVIGATION** |  |  |
| 1. PILOT QUALIFICATIONS
 |  |  | 1. PILOTAGE AND DEAD RECKONING
 |  |  |
| 1. AIRWORTHINESS REQUIREMENTS
 |  |  | 1. NAVIGATION SYSTEMS AND RADAR SERVICES
 |  |  |
| 1. WEATHER INFORMATION
 |  |  | 1. DIVERSION
 |  |  |
| 1. CROSS-COUNTRY FLIGHT PLANNING
 |  |  | 1. LOST PROCEDURES
 |  |  |
| 1. NATIONAL AIRSPACE SYSTEM
 |  |  |  |  |  |
| 1. **PERFORMANCE AND LIMITATIONS**
 |  |  | **VII. SLOW FLIGHT AND STALLS** |  |  |
| 1. **OPERATION OF SYSTEMS**
 |  |  | 1. MANEUVERING DURING SLOW FLIGHT
 |  |  |
| 1. HUMAN FACTORS
 |  |  | 1. POWER-OFF STALLS
 |  |  |
| 1. **WATER AND SEAPLANE CHARACTERISTICS, SEAPLANE BASES, MARITIME RULES, AND AIDS TO MARINE**
 |  |  | 1. POWER-ON STALLS
 |  |  |
|  |  |  | 1. SPIN AWARENESS
 |  |  |
| **II. PREFLIGHT PROCEDURES** |  |  |  |  |  |
| 1. **PREFLIGHT ASSESSMENT**
 |  |  | **VIII. BASIC INSTRUMENT MANEUVERS** |  |  |
| 1. **FLIGHT DECK MANAGEMENT**
 |  |  | 1. STRAIGHT-AND-LEVEL FLIGHT
 |  |  |
| 1. ENGINE STARTING
 |  |  | 1. CONSTANT AIRSPEED CLIMBS
 |  |  |
| 1. TAXIING (ASEL, AMEL)
 |  |  | 1. CONSTANT AIRSPEED DESCENTS
 |  |  |
| 1. **TAXIING AND SAILING (ASES, AMES)**
 |  |  | 1. TURNS TO HEADINGS
 |  |  |
| 1. **BEFORE TAKEOFF CHECK**
 |  |  | 1. RECOVERY FROM UNUSUAL FLIGHT ATTITUDES
 |  |  |
|  |  |  | 1. RADIO COMMUNICATIONS, NAVIGATION SYSTEMS/FACILITIES, AND RADAR SERVICES
 |  |  |
| **III. AIRPORT AND SEAPLANE BASE OPERATIONS** |  |  |  |  |  |
| 1. COMMUNICATIONS, LIGHT SIGNALS, AND RUNWAY LIGHTING SYSTEMS
 |  |  | **IX. EMERGENCY OPERATIONS** |  |  |
| 1. **TRAFFIC PATTERNS**
 |  |  | 1. **EMERGENCY DESCENT**
 |  |  |
|  |  |  | 1. **EMERGENCY APPROACH AND LANDING (SIMULATED) (ASEL, ASES)**
 |  |  |
| **IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS** |  |  | 1. **SYSTEMS AND EQUIPMENT MALFUNCTIONS**
 |  |  |
| 1. **NORMAL TAKEOFF AND CLIMB**
 |  |  | 1. EMERGENCY EQUIPMENT AND SURVIVAL GEAR
 |  |  |
| 1. **NORMAL APPROACH AND LANDING**
 |  |  | 1. ENGINE FAILURE DURING TAKEOFF BEFORE VMC (SIMULATED) (AMEL, AMES)
 |  |  |
| 1. SOFT-FIELD TAKEOFF AND CLIMB (ASEL)
 |  |  | 1. ENGINE FAILURE AFTER LIFTOFF (SIMULATED) (AMEL, AMES)
 |  |  |
| 1. SOFT-FIELD APPROACH AND LANDING (ASEL)
 |  |  | 1. APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (AMEL, AMES)
 |  |  |
| 1. SHORT-FIELD TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASEL, AMEL)
 |  |  |  |  |  |
| 1. SHORT-FIELD APPROACH AND LANDING (ASEL, AMEL)
 |  |  | **X. MULTIENGINE OPERATIONS** |  |  |
| 1. **CONFINED AREA TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASES, AMES)**
 |  |  | 1. MANEUVERING WITH ONE ENGINE INOPERATIVE (AMEL, AMES)
 |  |  |
| 1. **CONFINED AREA APPROACH AND LANDING (ASES, AMES)**
 |  |  | 1. VMC DEMONSTRATION (AMEL, AMES)
 |  |  |
| 1. **GLASSY WATER TAKEOFF AND CLIMB (ASES, AMES)**
 |  |  | 1. ONE ENGINE INOPERATIVE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) DURING STRAIGHT-AND-LEVEL FLIGHT AND TURNS (AMEL, AMES)
 |  |  |
| 1. **GLASSY WATER APPROACH AND LANDING (ASES, AMES)**
 |  |  | 1. INSTRUMENT APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) (AMEL, AMES)
 |  |  |
| 1. **ROUGH WATER TAKEOFF AND CLIMB (ASES, AMES)**
 |  |  |  |  |  |
| 1. **ROUGH WATER APPROACH AND LANDING (ASES, AMES)**
 |  |  | **XI. NIGHT OPERATIONS (AS APPLICABLE)** |  |  |
| 1. FORWARD SLIP TO A LANDING (ASEL, ASES)
 |  |  | 1. NIGHT PREPARATION
 |  |  |
| 1. GO-AROUND / REJECTED LANDING
 |  |  |  |  |  |
|  |  |  | **XII. POSTFLIGHT PROCEDURES** |  |  |
| **V. PERFORMANCE AND GROUND REFERENCE MANEUVERS** |  |  | 1. AFTER LANDING, PARKING AND SECURING (ASEL, AMEL)
 |  |  |
| 1. STEEP TURNS
 |  |  | 1. **SEAPLANE POST-LANDING PROCEDURES (ASES, AMES)**
 |  |  |
| 1. GROUND REFERENCE MANEUVERS
 |  |  |  |  |  |
| COMMENTS: |
| FLIGHT MANEUVERS (FM) GRADE **D - Describe** – at the completion of the flight, the Airman will be able to describe the physical characteristics and cognitive elements of the flight activities.  *Instructor assistance is required to successfully execute the maneuver.* **E - Explain** –at the completion of the flight, the Airman will be able to describe the flight activity and understand the underlying concepts, principles, and procedures that comprise the activity. *Significant instructor effort will be required to successfully execute the maneuver.* **P - Practice** – at the completion of the flight, the Airman will be able to plan and execute the flight. *Coaching, instruction, and or assistance from the CFI will*  *correct deviations and errors identified by the CFI.* **C - Perform** – at the completion of the flight, the Airman will be able to perform the activity without assistance from the CFI. *Errors and deviations will be identified*  *and corrected by the Airman in an expeditious manner.* At no time will the successful completion of the activity be in doubt. (“Perform” will be used to signify thatthe Airman is satisfactorily demonstrating proficiency in traditional piloting and systems operation skills for the certificate or rating being exercised in order to act as Pilot in Command.) **N/O - Not Observed** – Any event not accomplished or requiredSINGLE PILOT RESOURCE MANAGEMENT GRADE (SRM) **E- Explain** – the Airman can verbally identify, describe, and understand the risks inherent in the flight. *The Airman will need to be prompted to identify risks and make decisions.* **P - Practice** –the Airman is able to identify, understand, and apply SRM principles to the actual flight situation. *Coaching, instruction, and/or assistance from*  *the CFI will quickly correct minor deviations and errors identified by the CFI.* The Airman will be an active decision maker. **M/D - Manage/Decide** - the Airman can correctly gather the most important data available both within and outside the cockpit, identify possible courses of  action, evaluate the risk inherent in each course of action, and make the appropriate decision. *Instructor intervention is not required for the safe completion of**the flight.* (“M/D” will be used to signify that the Airman is satisfactorily demonstrating proficiency in SRM skills for the certificate or rating being exercised in order to act as Pilot in Command.) **N/O - Not Observed** – Any event not accomplished or required  |