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| ***WINGS* ASES COMMERCIAL PILOT****SINGLE ENGINE SEA ADD ON RATING** **FLIGHT ACTIVITY WORKSHEET # A210726-01** | DATE: |
| LOCATION: |
| AIRMAN: | AIRMAN CERTIFICATE #: | AIRMAN EMAIL: | TYPE AIRCRAFT/SIMULATOR 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** | **GRADE** | **AREA OF OPERATION** | **GRADE** |
| **FM** | **SRM** | **FM** | **SRM** |
| **I. PREFLIGHT PREPARATION** |  |  | **VII. SLOW FLIGHT AND STALLS** |  |  |
| 1. PILOT QUALIFICATIONS
 |  |  | 1. MANEUVERING DURING SLOW FLIGHT
 |  |  |
| 1. AIRWORTHINESS REQUIREMENTS
 |  |  | 1. POWER-OFF STALLS
 |  |  |
| 1. WEATHER INFORMATION
 |  |  | 1. POWER-ON STALLS
 |  |  |
| 1. CROSS-COUNTRY FLIGHT PLANNING
 |  |  | 1. ACCELERATED STALLS
 |  |  |
| 1. NATIONAL AIRSPACE SYSTEM
 |  |  | 1. SPIN AWARENESS
 |  |  |
| 1. **PERFORMANCE AND LIMITATIONS**
 |  |  |  |  |  |
| 1. **OPERATION OF SYSTEMS**
 |  |  | **VIII. HIGH ALTITUDE OPERATIONS** |  |  |
| 1. HUMAN FACTORS
 |  |  | 1. SUPPLEMENTAL OXYGEN
 |  |  |
| 1. **WATER AND SEAPLANE CHARACTERISTICS, SEAPLANE BASES, MARITIME RULES, AND AIDS TO MARINE**
 |  |  | 1. PRESSURIZATION
 |  |  |
|  |  |  |  |  |  |
| **II. PREFLIGHT PROCEDURES** |  |  | **IX. EMERGENCY OPERATIONS** |  |  |
| 1. **PREFLIGHT ASSESSMENT**
 |  |  | 1. EMERGENCY DESCENT
 |  |  |
| 1. **FLIGHT DECK MANAGEMENT**
 |  |  | 1. EMERGENCY APPROACH AND LANDING (SIMULATED) (ASEL, ASES)
 |  |  |
| 1. ENGINE STARTING
 |  |  | 1. SYSTEMS AND EQUIPMENT MALFUNCTIONS
 |  |  |
| 1. TAXIING (ASEL, AMEL)
 |  |  | 1. EMERGENCY EQUIPMENT AND SURVIVAL GEAR
 |  |  |
| 1. **TAXIING AND SAILING (ASES, AMES)**
 |  |  | 1. ENGINE FAILURE DURING TAKEOFF BEFORE VMC (SIMULATED) (AMEL, AMES)
 |  |  |
| 1. **BEFORE TAKEOFF CHECK**
 |  |  | 1. ENGINE FAILURE AFTER LIFTOFF (SIMULATED) (AMEL, AMES)
 |  |  |
|  |  |  | 1. APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (AMEL, AMES)
 |  |  |
| **III. AIRPORT AND SEAPLANE BASE OPERATIONS** |  |  |  |  |  |
| 1. COMMUNICATIONS, LIGHT SIGNALS, AND RUNWAY LIGHTING SYSTEMS
 |  |  | **X. MULTIENGINE OPERATIONS** |  |  |
| 1. **TRAFFIC PATTERNS**
 |  |  | 1. MANEUVERING WITH ONE ENGINE INOPERATIVE (AMEL, AMES)
 |  |  |
|  |  |  | 1. VMC DEMONSTRATION (AMEL, AMES)
 |  |  |
| **IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS** |  |  | 1. ONE ENGINE INOPERATIVE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) DURING STRAIGHT-AND-LEVEL FLIGHT AND TURNS (AMEL, AMES)
 |  |  |
| 1. **NORMAL TAKEOFF AND CLIMB**
 |  |  | 1. INSTRUMENT APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) (AMEL, AMES)
 |  |  |
| 1. **NORMAL APPROACH AND LANDING**
 |  |  | 1. MANEUVERING WITH ONE ENGINE INOPERATIVE (AMEL, AMES)
 |  |  |
| 1. SOFT-FIELD TAKEOFF AND CLIMB (ASEL)
 |  |  | 1. VMC DEMONSTRATION (AMEL, AMES)
 |  |  |
| 1. SOFT-FIELD APPROACH AND LANDING (ASEL)
 |  |  | 1. ONE ENGINE INOPERATIVE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) DURING STRAIGHT-AND-LEVEL FLIGHT AND TURNS (AMEL, AMES)
 |  |  |
| 1. SHORT-FIELD TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASEL, AMEL)
 |  |  | 1. INSTRUMENT APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) (AMEL, AMES)
 |  |  |
| 1. SHORT-FIELD APPROACH AND LANDING (ASEL, AMEL)
 |  |  |  |  |  |
| 1. **CONFINED AREA TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASES, AMES)**
 |  |  |  |  |  |
| 1. **CONFINED AREA APPROACH AND LANDING (ASES, AMES)**
 |  |  | **XII. POSTFLIGHT PROCEDURES** |  |  |
| 1. **GLASSY WATER TAKEOFF AND CLIMB (ASES, AMES)**
 |  |  | 1. AFTER LANDING, PARKING AND SECURING (ASEL, AMEL)
 |  |  |
| 1. **GLASSY WATER APPROACH AND LANDING (ASES, AMES)**
 |  |  | 1. **SEAPLANE POST-LANDING PROCEDURES (ASES, AMES)**
 |  |  |
| 1. **ROUGH WATER TAKEOFF AND CLIMB (ASES, AMES)**
 |  |  |  |  |  |
| 1. **ROUGH WATER APPROACH AND LANDING (ASES, AMES)**
 |  |  | **COMMENTS:** |
| 1. POWER-OFF 180° ACCURACY APPROACH AND LANDING
 |  |  |
| 1. GO-AROUND / REJECTED LANDING
 |  |  |
|  |  |  |
| **V. PERFORMANCE AND GROUND REFERENCE MANEUVERS** |  |  |
| 1. STEEP TURNS
 |  |  |
| 1. STEEP SPIRAL
 |  |  |
| 1. CHANDELLES
 |  |  |
| 1. LAZY EIGHTS
 |  |  |
| 1. EIGHTS ON PYLONS
 |  |  |
|  |  |  |
| **VI. NAVIGATION** |  |  |
| 1. PILOTAGE AND DEAD RECKONING
 |  |  |
| 1. NAVIGATION SYSTEMS AND RADAR SERVICES
 |  |  |
| 1. DIVERSION
 |  |  |
| 1. LOST PROCEDURES
 |  |  |
|  |  |  |
| 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  |