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| ***WINGS* Flight Activity Enter Flight Activity NumberWorksheet****Enter Flight Activity Title** | DATE: |
| LOCATION: |
| AIRMAN: | AIRMAN CERTIFICATE #: | AIRMAN EMAIL: | TYPE AIRCRAFT/SIMULATOR USED | BLOCK TIME |
| CFI: | **CFI CERTIFICATE #:** | **CFI EMAIL:** | ***WINGS*** Flight Activity Completed:[ ]  YES [ ]  NO |
| **NOTE:** The Flight Instructor will ensure the airman possesses the knowledge, ability to manage risks, and skills consistent in the performance of flight maneuvers specifically listed in the Areas of Operation for Select an Area of Operation, Select an Area of Operation, Select an Area of Operation to the Choose ACS or PTS ACS completion standards. While this ***WINGS*** Flight Activity targets specifically the Area(s) of Operation listed above, the Airmen should satisfactorily demonstrate all pertinent parts of the Choose ACS or PTS in their Preflight, Flight, and Post Flight activities consistent with their certificate or rating. For ***WINGS*** credit, the airman will satisfactorily demonstrate the maneuvers and procedures listed in bold text below, using both outside visual references and cross checked with the flight instruments, 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 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. PILOTAGE AND DEAD RECKONING
 |  |  |
| 1. PERFORMANCE AND LIMITATIONS
 |  |  |  |  |  |
| 1. OPERATION OF SYSTEMS
 |  |  | VII. SLOW FLIGHT AND STALLS |  |  |
| 1. HUMAN FACTORS
 |  |  | 1. MANEUVERING DURING SLOW FLIGHT
 |  |  |
| 1. WATER AND SEAPLANE CHARACTERISTICS, SEAPLANE BASES, MARITIME RULES, AND AIDS TO MARINE
 |  |  | 1. POWER-OFF STALLS
 |  |  |
| 1. NAVIGATION (ASES, AMES)
 |  |  | 1. POWER-ON STALLS
 |  |  |
| 1. PILOT QUALIFICATIONS
 |  |  | 1. SPIN AWARENESS
 |  |  |
| 1. AIRWORTHINESS REQUIREMENTS
 |  |  | 1. MANEUVERING DURING SLOW FLIGHT
 |  |  |
| 1. WEATHER INFORMATION
 |  |  | 1. POWER-OFF STALLS
 |  |  |
|  |  |  | 1. POWER-ON STALLS
 |  |  |
| 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. PREFLIGHT ASSESSMENT
 |  |  | 1. RADIO COMMUNICATIONS, NAVIGATION SYSTEMS/FACILITIES, AND RADAR SERVICES
 |  |  |
| 1. FLIGHT DECK MANAGEMENT
 |  |  |  |  |  |
| 1. ENGINE STARTING
 |  |  | IX. EMERGENCY OPERATIONS |  |  |
| 1. TAXIING (ASEL, AMEL)
 |  |  | 1. EMERGENCY DESCENT
 |  |  |
| 1. TAXIING AND SAILING (ASES, AMES)
 |  |  | 1. EMERGENCY APPROACH AND LANDING (SIMULATED) (ASEL, ASES)
 |  |  |
| 1. PREFLIGHT ASSESSMENT
 |  |  | 1. SYSTEMS AND EQUIPMENT MALFUNCTIONS
 |  |  |
| 1. FLIGHT DECK MANAGEMENT
 |  |  | 1. EMERGENCY EQUIPMENT AND SURVIVAL GEAR
 |  |  |
|  |  |  | 1. ENGINE FAILURE DURING TAKEOFF BEFORE VMC (SIMULATED) (AMEL, AMES)
 |  |  |
| III. AIRPORT AND SEAPLANE BASE OPERATIONS |  |  | 1. ENGINE FAILURE AFTER LIFTOFF (SIMULATED) (AMEL, AMES)
 |  |  |
| 1. COMMUNICATIONS, LIGHT SIGNALS, AND RUNWAY LIGHTING SYSTEMS
 |  |  | 1. APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (AMEL, AMES)
 |  |  |
| 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. APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (AMEL, AMES)
 |  |  |
| 1. SOFT-FIELD APPROACH AND LANDING (ASEL)
 |  |  |  |  |  |
| 1. SHORT-FIELD TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASEL, AMEL)
 |  |  | X. MULTIENGINE OPERATIONS |  |  |
| 1. SHORT-FIELD APPROACH AND LANDING (ASEL, AMEL)
 |  |  | 1. MANEUVERING WITH ONE ENGINE INOPERATIVE (AMEL, AMES)
 |  |  |
| 1. CONFINED AREA TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASES, AMES)
 |  |  | 1. VMC DEMONSTRATION (AMEL, AMES)
 |  |  |
| 1. CONFINED AREA APPROACH AND LANDING (ASES, AMES)
 |  |  | 1. ONE ENGINE INOPERATIVE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) DURING STRAIGHT-AND-LEVEL FLIGHT AND TURNS (AMEL, AMES)
 |  |  |
| 1. GLASSY WATER TAKEOFF AND CLIMB (ASES, AMES)
 |  |  | 1. INSTRUMENT APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) (AMEL, AMES)
 |  |  |
| 1. GLASSY WATER APPROACH AND LANDING (ASES, AMES)
 |  |  | 1. MANEUVERING WITH ONE ENGINE INOPERATIVE (AMEL, AMES)
 |  |  |
| 1. ROUGH WATER TAKEOFF AND CLIMB (ASES, AMES)
 |  |  | 1. VMC DEMONSTRATION (AMEL, AMES)
 |  |  |
| 1. ROUGH WATER APPROACH AND LANDING (ASES, AMES)
 |  |  | 1. ONE ENGINE INOPERATIVE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) DURING STRAIGHT-AND-LEVEL FLIGHT AND TURNS (AMEL, AMES)
 |  |  |
| 1. FORWARD SLIP TO A LANDING (ASEL, ASES)
 |  |  | 1. INSTRUMENT APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) (AMEL, AMES)
 |  |  |
| 1. GO-AROUND / REJECTED LANDING
 |  |  |  |  |  |
| 1. NORMAL TAKEOFF AND CLIMB
 |  |  | XI. NIGHT OPERATIONS (AS APPLICABLE) |  |  |
| 1. NORMAL APPROACH AND LANDING
 |  |  | 1. NIGHT PREPARATION
 |  |  |
| 1. SOFT-FIELD TAKEOFF AND CLIMB (ASEL)
 |  |  |  |  |  |
| 1. SOFT-FIELD APPROACH AND LANDING (ASEL)
 |  |  | XII. POSTFLIGHT PROCEDURES |  |  |
| 1. SHORT-FIELD TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASEL, AMEL)
 |  |  | 1. AFTER LANDING, PARKING AND SECURING (ASEL, AMEL)
 |  |  |
|  |  |  | 1. SEAPLANE POST-LANDING PROCEDURES (ASES, AMES)
 |  |  |
| V. PERFORMANCE AND GROUND REFERENCE MANEUVERS |  |  |  |  |  |
| 1. STEEP TURNS
 |  |  |  |  |  |
| 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  |