DATE: WINGS DESIRED OUTCOME GRADE SHEET LOCATION: WINGS Flight Activity # A211209-01 PP-ASE - NIGHT OPERATIONS AIRMAN: AIRMAN CERTIFICATE #: AIRMAN EMAIL: TYPE AIRCRAFT/SIMULATOR USED **BLOCK TIME** CFI: CFI CERTIFICATE #: CFI EMAIL: **WINGS** Flight Activity Completed: ☐ YES □ NO WINGS DESIRED OUTCOME GRADE SHEET KEY IS AT END OF THIS DOCUMENT SRM Task Grades FOR WINGS CREDIT: The Flight Instructor will ensure the Pilot in Training possesses the knowledge, ability Grades Desired Performance (#) to manage risks, and skills consistent in the performance of the tasks specifically listed in the applicable Areas of Operations in the Airman Certification Standards (ACS) or Practical Test Standards (PTS to the ACS or PTS completion standards for the privileges of the certificate or rating being exercised in order to act as Pilot-Manage/Decide in-Command (PIC). While this WINGS Flight Activity targets specific ACS or PTS Tasks, the Pilot in Training Not Observed 4. Perform Practice should satisfactorily demonstrate all pertinent parts of the ACS or PTS in their Preflight, Flight, and Post Flight . Practice Explain . Explain activities consistent with their certificate or rating. **Scenario Activities** Task **Pilot Qualifications** Physiological Aspects of Night Flying Night Vision / Night Optical Illusions Pilot Essential Night Flight Equipment Night Regulations Airworthiness Requirements Scenario Planning / Review Weather Information **Night Operations** Cross-Country Flight Planning **Preflight** National Airspace System Preparation Performance and Limitations Operation of Systems **Human Factors** Night Flight Preparation and Preflight Night Flight Lesson Maneuvers (discussion, intro, practice, review) Night Orientation and Navigation (ASES, AMES) Night Disorientation Preflight SRM / CRM Briefing Decision making and risk management Radio Communications and ATC Light Signals Airport, Runway, and Taxiway Signs, Markings, and Lighting **Night Operations** Traffic Patterns **Airport Operations** SRM / CRM **Decision Making and Risk Management** Preflight Inspection / Assessment Flight Deck Management During the Starting Phase GPS Programming MFD Setup **Night Operations** PFD Setup **Preflight Procedures** Operations During the Taxi Phase / Wind Corrections Operations During the Run-Up Phase SRM / CRM Situational Awareness Decision Making and Risk Management Before Takeoff Traffic Check **Night Operations**

Takeoff

Operations During the Normal Takeoff Phase

| l and | Operations During the Crosswind Takeoff Phase | | | | |
|--|--|---|---|--|---|
| and Departure | Operations During the Closswind Takeon Phase | | | | |
| Departure | Airport Departure Procedures | | | | |
| | Traffic Collision Avoidance Procedures | | | | |
| | SRM / CRM | | | | |
| | Situational Awareness | | | | |
| | Decision Making and Risk Management | | | | |
| | Traffic Collision Avoidance Procedures | | | | |
| | Night Orientation and Navigation | | | | |
| | Night Enroute Phase Operations | Î | i | | i |
| | Pilotage and Dead Reckoning | Ì | i | | |
| Night Operations | Navigation Systems and Radar Services | | i | | |
| Navigation | Diversion | | | | |
| | Lost Procedures | | | | |
| | SRM / CRM | | Ì | | |
| | Situational Awareness | | | | |
| | Decision Making and Risk Management | | | | |
| Night Operations Fundamentals of Flight | Traffic Collision Avoidance Procedures | | | | |
| | Straight-and-Level Flight | | | | |
| | Level Turns | | | | |
| | Straight Climbs and Turning Climbs | | | | |
| | Straight Descents and Turning Descents | | | | |
| | SRM / CRM | | | | |
| | Situational Awareness | | | | |
| | Decision Making and Risk Management | | | | |
| Night Operations | Traffic Collision Avoidance Procedures | | | | |
| | Emergencies / Abnormal Procedures | | | | ł |
| | Emergency Descent | ŀ | | | ł |
| | Emergency Approach and Landing | ŀ | | | ł |
| Emergency | Systems and Equipment Malfunctions | | | | |
| Operations | SRM / CRM | | | | |
| | Situational Awareness | | | | |
| | Decision Making and Risk Management | | | | |
| | Traffic Collision Avoidance Procedures | | | | |
| | | | | | |
| | Operations During the Descent Phase | | | | |
| | Operations During the Approach Phase | | | | |
| Night Operations | Operations During the Normal Landing Phase | | | | |
| Descent. Approach, Landings and Go-Arounds | Operations During the Crosswind Landing Phase | | | | |
| | Operations During the After Landing / Roll Out Phase | | | | |
| | Operations During the Go-Around / Rejected Landing Phase | | | | |
| | SRM / CRM | | | | |
| | Situational Awareness | | | | |
| | Decision Making and Risk Management | | | | |
| Night Operations Post Flight Procedures | Post-Landing Procedures | | | | |
| | Operations During the Taxi Phase / Wind Corrections | | | | |
| | Postflight Procedures-After Landing, Parking, Securing | | | | |
| | Postflight Inspection/Assessment | | | | |
| | SRM / CRM | | | | |
| 1100000100 | Situational Awrewness | | | | |
| | | | | | |
| | Decision Making and Risk Management | | | | |

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 that the 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 required

SINGLE 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