FLIGHT LEVEL DREAMS

PRIVATE PILOT TRAINING BINDER

Syllabus • Progress & Evaluation Guide

By Enrique Gonzalez, CFI
Independent Flight Instruction

PRIVATE PILOT AIRPLANE

START HERE

HOW TO USE THIS BINDER

Use the binder in order. The syllabus tells you what comes next; the progress guide records what you completed.

STUDENT _____ **START DATE** _____

WATCH	READ	GROUND	SIMULATE	FLY
See it first	Build knowledge	Make it make sense	Practice the flow	Apply it

USE THE SYSTEM

1. **Complete the Starter Checklist**
   Handle the medical early, create IACRA/FTN, obtain required gear, and get the student certificate process moving.

2. **Follow the Training Syllabus**
   Complete assigned Watch -> Read -> Ground -> Simulate -> Fly work before and during each training block.

3. **Bring the Progress & Evaluation Guide**
   Use it during training to track lessons, stage gates, Part 61 experience, and current proficiency.

4. **Use the Study Aids for Review**
   The Study Guide, Memory Aid, and Airspace Cheat Sheet support review. Current FAA sources and the aircraft POH/AFM control.

5. **Use the Audit Near Checkride Prep**
   Complete an audit before the mock checkride, after deficiencies are corrected, and again before practical-test signoff.

BINDER ORDER

1. **START HERE**
   Checklist + how to use binder
2. **SYLLABUS**
   Training roadmap and assignments
3. **PROGRESS**
   Lesson logs, ratings, stage gates
4. **STUDY GUIDE**
   Technical review and FAA references
5. **QUICK REFERENCE**
   Memory Aid + Airspace Cheat Sheet
6. **CHECKRIDE**
   Training Audit / final readiness

PHYSICAL BINDER SETUP

Recommended tabs: START HERE | SYLLABUS | PROGRESS | STUDY GUIDE | QUICK REFERENCE | CHECKRIDE

Keep extra blank audit copies behind CHECKRIDE. Official logbook entries and endorsements remain the controlling records.

WHAT YOU NEED TO START FLIGHT TRAINING

FLIGHTLEVELDREAMS | BY ENRIQUE GONZALEZ, CFI

CHECK OFF EACH ITEM AS IT IS COMPLETED

MEDICAL - COMPLETE THIS EARLY

☐ Create an FAA MedXPress account and schedule an examination with an Aviation Medical Examiner (AME) before making a major investment in training.

☐ Private-pilot goal: obtain at least a third-class medical. A student may begin dual instruction first, but the medical is required before solo.

☐ Career goal: apply for a first-class medical early to confirm you can meet the standard required for airline transport pilot privileges.

☐ Gather any records requested for medical history, medications, vision, or prior conditions before the AME appointment.

IDENTIFICATION AND RECORDS

☐ Government-issued photo ID ready for training and FAA applications.

☐ Citizenship or training-eligibility documents provided to the instructor or aircraft provider as required. Complete FTSP requirements first when applicable.

☐ Create an IACRA account and apply for a student pilot certificate before solo.

☐ Purchase a paper or electronic logbook and record every lesson and endorsement from day one.

PERSONAL FLIGHT GEAR

CORE ITEMS

☐ Personal aviation headset compatible with the aircraft you will fly. The student is responsible for obtaining a headset.

☐ Kneeboard or compact notebook, plus at least two pens or pencils.

☐ Non-polarized sunglasses, closed-toe shoes, water, and weather-appropriate clothing.

☐ Compact flashlight with white and red modes, plus spare batteries.

☐ Small flight bag that keeps documents, cables, and equipment organized.

AIRCRAFT AND PLANNING ITEMS

☐ Correct POH/AFM, supplements, and checklist for the aircraft used in training.

☐ Electronic E6B such as the ASA CX-3 or comparable unit. No mechanical whiz wheel needed.

☐ Navigation plotter for sectional-chart course and distance measurements.

☐ Current chart access and flight-planning forms for cross-country work.

☐ Renter's insurance, club documents, or aircraft-provider requirements completed when applicable.

ELECTRONICS AND APPS

IPAD AND FOREFLIGHT

☐ Cellular-capable iPad mini preferred for cockpit size and onboard GPS capability.

☐ ForeFlight installed with a current subscription and current chart/data downloads.

☐ Protective case and aircraft-appropriate mount or kneeboard selected after confirming cockpit fit.

☐ Charging cable and backup battery packed and charged before each lesson.

WRITTEN TEST PREP

☐ Sporty's Study Buddy installed for FAA knowledge-test question practice.

☐ Complete assigned ground lessons and review missed questions for understanding, not memorization only.

☐ Complete practice exams and review readiness with the instructor before scheduling the FAA knowledge test.

☐ Save the knowledge-test report after passing; it will be required for the practical-test application.

BEFORE THE FIRST SOLO

☐ Student pilot certificate received, medical certificate valid, and required identification available.

☐ Pre-solo knowledge test completed and corrected with the instructor.

☐ Required training, logbook endorsements, aircraft checkout, and local procedures completed.

☐ All equipment above is labeled, charged, current, and ready for use.

STUDENT TRACKING

STUDENT NAME: _____	FIRST LESSON: _____
AME APPOINTMENT: _____	MEDICAL CLASS: ☐ 1ST ☐ 3RD
IACRA / FTN: _____	STUDENT CERTIFICATE: ☐ APPLIED ☐ RECEIVED

FLIGHT LEVEL DREAMS

PRIVATE PILOT TRAINING SYLLABUS

AIRPLANE SINGLE-ENGINE LAND | PART 61

A structured, proficiency-based roadmap for private pilot training.

WATCH	READ	GROUND	SIMULATE	FLY
See it first	Build knowledge	Make it make sense	Practice the flow	Apply it

THE IDEA

See it before you read it. Understand it before you practice it. Practice it before you spend airplane time doing it.

By Enrique Gonzalez, CFI

Independent Flight Instruction | Flight Level Dreams

Revised August 2026

HOW TO USE THIS SYLLABUS

Training Method & Expectations

The sequence stays the same; the amount of repetition changes with the student.

WATCH	READ	GROUND	SIMULATE	FLY
See it first	Build knowledge	Make it make sense	Practice the flow	Apply it

- WATCH - Assigned videos introduce the visual picture, sequence, and terminology before reading.
- READ - FAA handbooks, the aircraft POH/AFM, current regulations, and AIM material provide the primary technical source.
- GROUND - Dedicated formal ground sessions are scheduled in 2-3 hour blocks. Other flight lessons use shorter ground reviews as needed. Both are aligned to the applicable ACS Area(s) of Operation and Tasks.
- SIMULATE - Once the student understands the maneuver or procedure, simulator or chair-flying practice is encouraged before the associated flight when it adds value. Unless the device and instruction meet applicable FAA requirements for credit, this practice is supplemental and does not count toward § 61.109 aeronautical experience.
- FLY - Aircraft time is used to apply knowledge, develop judgment, and build safe, repeatable proficiency.

TRAINING LENGTH IS INDIVIDUAL

- The lesson counts in this syllabus are planning blocks, not guaranteed completion times. A lesson may be repeated, combined, or divided as needed.
- Progress depends heavily on the applicant's ability to self-study, preparation between lessons, consistency and frequency of flying, retention, and ability to apply knowledge in the airplane.
- Weather, aircraft availability, maintenance, and scheduling can affect total training time.
- Advancement is based on demonstrated proficiency and safety - not simply accumulating hours or checking off flights.
- Students who arrive prepared and train consistently generally use aircraft time more efficiently. Real-world scenarios are introduced throughout training to build ADM, risk management, and PIC decision-making as skills increase.

SIMULATOR USE | Practice comes before the associated flight whenever practical and after the student understands the lesson. Use it to reinforce correct flows, radio work, navigation, emergencies, instrument skills, and scenario decision-making. Credit toward § 61.109 is limited to qualifying full flight simulators or flight training devices and applicable instruction; ordinary home-simulator or chair-flying practice is supplemental only.

PRIMARY TRAINING SOURCES

- **FAA Pilot's Handbook of Aeronautical Knowledge (PHAK), FAA-H-8083-25C, including current FAA addenda**
- FAA Airplane Flying Handbook (AFH), FAA-H-8083-3C
- Private Pilot for Airplane Category ACS, FAA-S-ACS-6C
- FAA Aviation Weather Handbook, FAA-H-8083-28B
- Current Aeronautical Information Manual (AIM) and current 14 CFR
- Current aircraft POH/AFM, supplements, placards, checklists, and maintenance status

PROGRAM MAP

Ground Instruction by ACS Area of Operation

Dedicated formal ground sessions are planned in 2-3 hour blocks and aligned with the current Private Pilot Airplane ACS Areas of Operation and applicable Tasks. Other lessons use shorter ground reviews as needed. Instructor lesson plans and presentation materials remain separate from this student-facing syllabus.

AREA	ACS FOCUS	CORE GROUND TOPICS
I	**Preflight Preparation**	Qualifications, airworthiness, weather, cross-country planning, NAS, performance/limitations, systems, human factors
II	**Preflight Procedures**	Preflight assessment, flight deck management, engine start, taxi, before-takeoff checks
III	**Airport and Seaplane Base Operations**	Communications, light signals, runway lighting, traffic patterns
IV	**Takeoffs, Landings, and Go-Arounds**	Normal, crosswind, soft-field, short-field, forward slip, rejected landing/go-around
V	**Performance Maneuvers and Ground Reference Maneuvers**	Steep turns; rectangular course, S-turns, turns around a point as applicable
VI	**Navigation**	Pilotage, dead reckoning, navigation systems/radar services, diversion, lost procedures
VII	**Slow Flight and Stalls**	Slow flight, power-off stall, power-on stall, spin awareness
VIII	**Basic Instrument Maneuvers**	Straight and level, climbs, descents, turns, unusual-attitude recovery, navigation/radar services
IX	**Emergency Operations**	Emergency descent, simulated emergency approach/landing, systems malfunctions, survival gear
X	**Multiengine Operations**	Not applicable to the ASEL training path
XI	**Night Operations**	Night preparation, vision/illusions, lighting, navigation, takeoffs/landings, emergencies
XII	**Postflight Procedures**	After landing, parking, securing, discrepancies and postflight habits

GROUND INSTRUCTION | Plan approximately 2-3 hours for each formal ground session. The FAA ACS term used in this syllabus is Area of Operation; each Area contains specific Tasks with Knowledge, Risk Management, and Skill elements. Ground lesson plans are presented by the instructor and remain separate from this student-facing syllabus.

TECHNICAL GROUND

Technical Ground Subjects | Part 1

This curriculum consolidates the aeronautical knowledge required by 14 CFR § 61.105 with the applicable Private Pilot Airplane ACS knowledge and risk-management elements. Subjects are introduced in sequence and revisited as flight workload increases.

ID	TECHNICAL SUBJECT	CORE CONTENT | PRIMARY SOURCE | SYLLABUS BLOCKS
TS01	**Pilot Qualifications, Regulations, NTSB & FAA Publications**	Privileges/limitations; medical and currency; required documents/endorsements; Parts 61/91; NTSB Part 830; AIM and Advisory Circular use. | 14 CFR; AIM; NTSB 830 | F01, F11-12, F20-21
TS02	**Aeronautical Decision-Making & Human Factors**	ADM; risk management; PAVE/IMSAFE; SRM; hazardous attitudes; aeromedical factors; fatigue; spatial disorientation; hypoxia, CO and hyperventilation. | PHAK Ch. 2 & 17 | F01, F10-21
TS03	**Principles of Flight**	Four forces; Newton's laws; lift; relative wind; angle of attack; center of pressure; axes of rotation; stability and controllability. | PHAK Ch. 4 | F02
TS04	**Aerodynamics of Flight**	Airfoils; drag; ground effect; maneuvering flight; load factor; bank/stall relationship; left-turning tendencies; slips; aerodynamic limitations. | PHAK Ch. 5 | F02-03, F06, F08
TS05	**Flight Controls**	Primary and secondary controls; trim; flaps; adverse yaw; coordination; control effectiveness; aircraft-specific control systems and limitations. | PHAK Ch. 6; POH/AFM | F01-03, F06
TS06	**Aircraft Construction, Systems & Powerplant**	Structure; engine; propeller; fuel; electrical; ignition; induction; lubrication; cooling; brakes/gear; pitot-static and applicable aircraft systems. | PHAK Ch. 3 & 7; POH/AFM | F01, F07, F11
TS07	**Flight Instruments & Avionics**	Pitot-static; gyroscopic/electronic instruments; magnetic compass; errors; glass-panel concepts; GPS/VOR; avionics limitations and failures. | PHAK Ch. 8; avionics guides | F01-02, F11, F15-16
TS08	**Weight & Balance**	Weight terms; datum/arm/moment; CG calculations; forward/aft CG effects; loading limits; aircraft-specific loading methods. | PHAK Ch. 10; POH/AFM | F08, F15-18
TS09	**Aircraft Performance**	Performance charts; takeoff/landing/climb; density and pressure altitude; temperature, weight, wind, runway surface/slope and limitations. | PHAK Ch. 11; POH/AFM | F08, F15-18
TS10	**Weather Theory**	Atmosphere; pressure; temperature; moisture; stability; clouds/fog; fronts; thunderstorms; turbulence; icing; wind shear and microbursts. | PHAK Ch. 12; Aviation Weather Handbook | F11, F14-18
TS11	**Aviation Weather Information**	METAR/TAF; PIREP; GFA; radar/satellite; winds/temps aloft; convective products; weather briefings; EFB weather; conservative go/no-go decisions. | PHAK Ch. 13; Aviation Weather Handbook | F11, F15-18

GROUND STANDARD | Formal technical-ground sessions are normally scheduled in 2-3 hour blocks. The syllabus block column shows where each subject is introduced or reinforced; it does not mean the subject is taught only once.

TECHNICAL GROUND

Technical Ground Subjects | Part 2

The technical curriculum remains cumulative through solo, cross-country, ACS integration, and checkride preparation. Primary FAA sources and the aircraft POH/AFM control whenever a training aid or video differs.

ID	TECHNICAL SUBJECT	CORE CONTENT | PRIMARY SOURCE | SYLLABUS BLOCKS
TS12	**Airspace & National Airspace System**	Class A/B/C/D/E/G; special-use airspace; TFRs; Mode C veil; ADS-B/transponder rules; VFR weather minimums; Special VFR. | PHAK Ch. 15; AIM | F11, F15-18
TS13	**Airport Operations**	Signs/markings/lighting; traffic patterns; towered/non-towered procedures; runway incursion avoidance; collision avoidance; wake turbulence; light gun signals. | PHAK Ch. 14; AIM | F01, F04-06, F13-18
TS14	**Radio Communications & ATC**	Phraseology; frequencies; ATIS/AWOS/ASOS; ground/tower/approach; CTAF; flight following; lost comm concepts; emergency communications and transponder codes. | PHAK Ch. 14; AIM Ch. 4 | F01, F04-06, F11, F13-18
TS15	**Charts & Navigation**	Sectionals; Chart Supplement; latitude/longitude; variation; headings/courses; pilotage; dead reckoning; VOR/GPS; checkpoints; lost procedures; diversion. | PHAK Ch. 16 | F11, F15-18
TS16	**Cross-Country Flight Planning**	Preflight action; route/altitude; weather; NOTAMs/TFRs; performance; fuel; alternates; nav log; flight plans; risk assessment and in-flight replanning. | PHAK Ch. 16; 14 CFR 91.103 | F15-18
TS17	**Slow Flight, Stalls & Spins**	Critical angle of attack; slow flight; stall recognition/recovery; accelerated-stall concept; spin awareness, entry factors, prevention and aircraft-specific recovery. | PHAK Ch. 5; AFH Ch. 5; POH/AFM | F03, F10, F12, F19-21
TS18	**Takeoffs, Landings & Ground Reference**	Normal/crosswind/short/soft-field operations; go-around; slips; stabilized approach; ground-reference wind correction; traffic-pattern energy management. | AFH Ch. 6-9; PHAK Ch. 14 | F03-10, F12-13, F19-21
TS19	**Emergency Operations**	Engine failure; emergency approach/landing/descent; fires; electrical/system/instrument failures; emergency equipment; survival considerations; checklist discipline. | AFH Ch. 18; POH/AFM | F07, F10-21
TS20	**Basic Instrument Flight**	Instrument scan; straight-and-level; climbs/descents; turns; unusual attitudes; navigation-system use; spatial-disorientation prevention and inadvertent-IMC survival concepts. | ACS Area VIII; FAA flight-instrument references | F02, F10-11, F15-16, F19-21
TS21	**Night Operations**	Night vision and illusions; lighting; night weather/navigation; takeoffs/landings; emergencies; definitions, currency and aeronautical-experience requirements. | AFH Ch. 11; PHAK Ch. 17; 14 CFR | F14

COMPLETE COVERAGE | TS01-TS21 cover the technical subjects used in this syllabus. Ground lesson plans and presentation material remain instructor tools and are intentionally kept separate from the student-facing syllabus.

PART 61 REFERENCE

Minimum Aeronautical Experience | ASEL

14 CFR § 61.109(a) - regulatory minimums. Completion of the minimum hours does not by itself establish checkride readiness.

REQUIREMENT	MINIMUM	WHAT MUST BE INCLUDED
Total flight time	**40 HR**	At least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training.
Dual cross-country	**3 HR**	Cross-country flight training in a single-engine airplane.
Night training	**3 HR**	Includes one cross-country flight over 100 NM total distance and 10 takeoffs and 10 landings to a full stop in the traffic pattern.
Instrument reference	**3 HR**	Control and maneuvering solely by reference to instruments, including basic attitude flying, unusual-attitude recovery, radio communications, and navigation/radar services appropriate to instrument flight.
Practical-test prep	**3 HR**	Flight training with an authorized instructor in a single-engine airplane, completed within the preceding 2 calendar months from the month of the practical test.
Solo flight	**10 HR**	Includes at least 5 hours of solo cross-country time.
Long solo XC	**1 FLIGHT**	At least 150 NM total distance, full-stop landings at three points, and one segment more than 50 NM straight-line distance between takeoff and landing locations.
Towered-airport solo	**3 T/O + 3 LDG**	Three takeoffs and three landings to a full stop, each involving flight in the traffic pattern, at an airport with an operating control tower.

HOW TO USE THESE MINIMUMS | Required experience may be accumulated across multiple syllabus lessons. The separate Progress & Evaluation Guide will track actual completion. Training continues until the applicant is safe, proficient, and prepared for the practical test.

SIMULATOR CREDIT | For this Part 61 syllabus, § 61.109(k) allows a maximum of 2.5 hours of credit toward required flight-training time when a qualifying full flight simulator or flight training device represents the appropriate category/class/type and the training is received from an authorized instructor. Unless those requirements are met, simulator sessions here are practice only.

PROGRAM TARGET | Complete the FAA Private Pilot Airplane knowledge test before F17 / the first solo cross-country.

PHASE 1

Fundamentals & Aircraft Control

Build good habits before adding workload.

F01 Fundamentals / First Training Flight

PHASE 1 | Introduction to the airplane, procedures, and basic control.

WATCH	V01 - Piper PA-28 Preflight + V02 - V-Speeds.
READ	PHAK Ch. 3 pp. 3-1 to 3-8; AFH Ch. 2 pp. 2-1 to 2-14 and 2-18 to 2-22; AFH Ch. 3 pp. 3-1 to 3-10; assigned POH/AFM Sections 1, 4, and 7.
FORMAL GROUND 2-3 HR	TECHNICAL SUBJECTS | TS05 Flight Controls; TS06 Aircraft Construction, Systems & Powerplant; TS13 Airport Operations; TS14 Radio Communications & ATC. ACS ALIGNMENT | Areas II - Preflight Procedures; III - Airport and Seaplane Base Operations; IV - Takeoffs, Landings, and Go-Arounds; XII - Postflight Procedures. Positive exchange of controls; checklist discipline; preflight; taxi; primary controls; trim; pitch-power relationship; local airport procedures.
SIMULATE	Cockpit flows, checklist use, engine-start sequence, taxi steering/braking, radio calls, and basic pitch/power/trim sight picture.
FLY	Preflight; taxi; normal takeoff; straight-and-level; climbs; descents; turns; trim; normal approach and landing with instructor demonstration.

ADVANCE WHEN: Student can maintain basic aircraft control, use trim, follow checklist flow, and explain positive exchange of controls.

F02 Principles of Flight & Basic Maneuvers

PHASE 1 | Turn basic control into precise aircraft control.

WATCH	V03 - Steep Turns.
READ	PHAK Ch. 4 pp. 4-1 to 4-9; PHAK Ch. 5 pp. 5-1 to 5-24 and 5-33 to 5-39; PHAK Ch. 6 pp. 6-1 to 6-12; AFH Ch. 3 pp. 3-11 to 3-25; AFH Ch. 10 pp. 10-1 to 10-3.
FORMAL GROUND 2-3 HR	TECHNICAL SUBJECTS | TS03 Principles of Flight; TS04 Aerodynamics of Flight; TS05 Flight Controls; TS20 Basic Instrument Flight. ACS ALIGNMENT | Areas V - Performance Maneuvers and Ground Reference Maneuvers; VIII - Basic Instrument Maneuvers. Four forces; Newton's laws as applied to flight; lift; relative wind; angle of attack; center of pressure; stability and controllability; axes of rotation; adverse yaw; coordination; load factor; bank-angle/stall-speed relationship; pitch/power/trim; energy management; clearing procedures; maneuver setup and recovery.
SIMULATE	Steep-turn setup, power changes, trim, division of attention, rollout timing, altitude and airspeed control.
FLY	Steep turns; coordinated climbs/descents/turns; maneuver setup; clearing procedures; basic instrument scan introduced as appropriate.

ADVANCE WHEN: Student demonstrates coordinated maneuvering with improving altitude, airspeed, and heading control.

PHASE 2

Slow Flight, Stalls & Ground Reference

Understand the edge of the envelope before solo preparation.

F03	Slow Flight / Stalls / Ground Reference

PHASE 2 | Develop angle-of-attack awareness, stall recognition, recovery, and wind correction.

WATCH	V04 - Slow Flight; V05 - Power-Off Stall; V06 - S-Turns; V07 - Turns Around a Point.
READ	PHAK Ch. 5 pp. 5-25 to 5-27; AFH Ch. 5 pp. 5-8 to 5-27; AFH Ch. 7 pp. 7-1 to 7-10.
FORMAL GROUND 2-3 HR	**ACS ALIGNMENT	Areas V - Performance Maneuvers and Ground Reference Maneuvers; VII - Slow Flight and Stalls.** Angle of attack; stall causes; stall/spin awareness; coordinated recovery; wind drift; ground track; altitude selection; risk management and clearing.
SIMULATE	Slow-flight entry/recovery; power-on/power-off stall sequence; rudder coordination; ground-reference wind correction using a visual practice area.
FLY	Slow flight; power-off stalls; power-on stalls; rectangular course; S-turns; turns around a point; steep turns review.

ADVANCE WHEN: Student recognizes changing control effectiveness, uses coordinated recovery, and understands wind correction instead of memorizing bank angles.

SPIN AWARENESS - AIRCRAFT-SPECIFIC RECOVERY

- Use the aircraft POH/AFM and approved checklist as the controlling procedure. Do not apply a generic memory aid when the aircraft manufacturer publishes a specific recovery technique.
- For training discussion, emphasize power reduction, ailerons neutral, full opposite rudder, and the manufacturer-specified elevator action, followed by recovery from the resulting dive.
- Intentional spin training is not part of this private pilot syllabus unless separately authorized, properly equipped, and conducted for an appropriate training purpose.

PHASE 3

Takeoffs, Landings & Traffic Pattern Development

This phase is repeated until the pattern becomes organized, stable, and predictable.

F04 Pattern Fundamentals

PHASE 3 | Build a repeatable traffic-pattern flow.

WATCH	V08 - Standard Traffic Pattern + V09 - Landing Fundamentals.
READ	PHAK Ch. 14 pp. 14-20 to 14-28; AFH Ch. 6 pp. 6-1 to 6-10; AFH Ch. 8 pp. 8-1 to 8-7; AFH Ch. 9 pp. 9-1 to 9-12.
FORMAL GROUND 2-3 HR	**ACS ALIGNMENT	Areas III - Airport and Seaplane Base Operations; IV - Takeoffs, Landings, and Go-Arounds.** Pattern legs and entries; radio calls; wind correction; stabilized approach; aiming point; roundout/flare; wake turbulence; go-around criteria.
SIMULATE	Pattern flows, radio calls, downwind/base/final geometry, stabilized approach gates, go-around decision practice.
FLY	Normal takeoffs; traffic patterns; normal landings; go-arounds; wind correction; checklist flow.

ADVANCE WHEN: Student can explain the pattern, maintain target airspeeds, and recognize when an approach is becoming unstable.

F05 Landing Consistency / Go-Arounds

PHASE 3 | Improve energy control and decision-making close to the runway.

WATCH	V09 - Landing Fundamentals + V10 - Go-Around.
READ	AFH Ch. 4 pp. 4-1 to 4-19; AFH Ch. 9 pp. 9-2 to 9-12 and 9-30 to 9-38.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Area IV - Takeoffs, Landings, and Go-Arounds.** Pitch/power/energy relationship; stabilized approach; runway perspective; common landing errors; bounced landing response; go-around timing.
SIMULATE	Repeated approach setups; unstable-approach recognition; go-around flow; runway centerline and crosswind control.
FLY	Normal/crosswind landings; intentional go-arounds; recovery from instructor-created unstable approaches when safe.

ADVANCE WHEN: Student makes timely go-around decisions without waiting for the instructor to rescue an unstable approach.

F06 Crosswind / Forward Slip

PHASE 3 | Control drift and descent path without sacrificing alignment.

WATCH	V11 - Crosswind/landing review.
READ	AFH Ch. 9 pp. 9-12 to 9-20; PHAK Ch. 5 pp. 5-8 to 5-11.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Area IV - Takeoffs, Landings, and Go-Arounds.** Crosswind component; crab versus wing-low; sideslip/forward slip; control positioning during taxi, takeoff, approach, touchdown, and rollout.
SIMULATE	Crosswind control inputs; forward-slip setup/recovery; gust response; go-around from slip/crosswind scenarios.
FLY	Crosswind takeoffs and landings; forward slip to landing; wind correction during taxi and pattern.

ADVANCE WHEN: Student uses correct crosswind controls and can explain the difference between a forward slip and a sideslip.

PHASE 3 CONTINUED

Takeoff & Landing Expansion

Add abnormal and specialty operations only after the normal pattern is becoming stable.

F07 Emergency Pattern / Simulated Engine-Out

PHASE 3 | Build a simple, disciplined response to loss of power.

WATCH	V12 - Engine Failure / Emergency Landing.
READ	AFH Ch. 18 pp. 18-1 to 18-8; AFH Ch. 9 p. 9-28; assigned POH emergency procedures.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Areas IX - Emergency Operations; IV - Takeoffs, Landings, and Go-Arounds.** Airspeed first; landing-area selection; restart/checklist priorities; communication; securing the airplane; wind and pattern judgment.
SIMULATE	Engine-failure flow, best-glide setup, landing-area selection, ABCDE-style decision flow as adapted to the aircraft/checklist, and radio calls.
FLY	Simulated engine failure in the practice area and/or pattern; emergency approach; forward slip as appropriate; go-around when directed.

ADVANCE WHEN: Student immediately establishes the correct attitude/airspeed and prioritizes flying the airplane over troubleshooting.

F08 Short-Field / Soft-Field Introduction

PHASE 3 | Introduce specialty takeoff and landing techniques after normal operations are controlled.

WATCH	V13 - Short-Field Operations + V14 - Soft-Field Operations.
READ	PHAK Ch. 10 pp. 10-1 to 10-12; PHAK Ch. 11 pp. 11-12 to 11-27; AFH Ch. 6 pp. 6-11 to 6-14; AFH Ch. 9 pp. 9-20 to 9-24; aircraft POH/AFM weight-and-balance data and performance charts.
FORMAL GROUND 2-3 HR	TECHNICAL SUBJECTS	TS08 Weight & Balance; TS09 Aircraft Performance; TS18 Takeoffs, Landings & Ground Reference. ACS ALIGNMENT	Areas I - Preflight Preparation (Performance and Limitations); IV - Takeoffs, Landings, and Go-Arounds. Performance planning; obstacle clearance; runway condition; density altitude; short-field precision; soft-field control philosophy.
SIMULATE	Takeoff/landing configuration flows; target-speed discipline; obstacle scenario; soft-field control-position rehearsal.
FLY	Short-field takeoff/landing; soft-field takeoff/landing; normal landing review; go-arounds.

ADVANCE WHEN: Student understands the purpose of each technique and does not turn a specialty procedure into a memorized trick.

F09 Takeoff & Landing Evaluation

PHASE 3 GATE | Evaluate readiness to move into concentrated solo preparation.

WATCH	Review assigned pattern videos as needed.
READ	Review AFH Ch. 6, 8, and 9 sections assigned above; POH normal/emergency procedures and V-speeds.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Areas II - Preflight Procedures; III - Airport and Seaplane Base Operations; IV - Takeoffs, Landings, and Go-Arounds; IX - Emergency Operations.** Oral review: local pattern, towered/non-towered differences, runway markings/signs, go-around, emergency plan, wind limits/personal minimums.
SIMULATE	Optional targeted practice only for identified weak areas.
FLY	Evaluation: taxi, communications, takeoffs, patterns, landings, go-arounds, wind correction, checklists, simulated engine-out as appropriate.

ADVANCE WHEN: No repeated instructor rescue on routine pattern operations; safe decisions and checklist use are becoming independent.

PHASE 4

Pre-Solo Knowledge & Maneuver Integration

The student now has to connect knowledge, judgment, and aircraft control.

F10 Solo Prep - Maneuvers & Emergencies

PHASE 4 | Bring required pre-solo maneuvers and emergency responses together.

WATCH	Review V03-V07 and V12.
READ	AFH Ch. 5 pp. 5-1 to 5-27; AFH Ch. 10 pp. 10-1 to 10-3; AFH Ch. 18 pp. 18-1 to 18-23; POH emergency procedures.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Areas V - Performance Maneuvers and Ground Reference Maneuvers; VII - Slow Flight and Stalls; VIII - Basic Instrument Maneuvers; IX - Emergency Operations.** Spin awareness; unusual attitudes; emergency descent; system failures; checklist/memory-item discipline; risk management.
SIMULATE	Full maneuver sequence, emergency scenarios, basic instrument attitude control, radio and workload scenarios.
FLY	Steep turns; slow flight; stalls; ground reference; unusual attitudes; emergency descent; simulated engine failure; pattern work.

ADVANCE WHEN: Student can perform the sequence with minimal prompting and immediately recognizes unsafe trends.

F11 Solo Prep - Airspace, Weather, Systems & Instruments

PHASE 4 | Build the knowledge needed to make safe local solo decisions.

WATCH	V15 - Airspace + V16 - Weather Code + V17 - VOR.
READ	PHAK Ch. 2 pp. 2-1 to 2-32; Ch. 7 pp. 7-1 to 7-41; Ch. 8 pp. 8-1 to 8-28; Ch. 9 pp. 9-1 to 9-14; Ch. 12 pp. 12-1 to 12-25; Ch. 13 pp. 13-1 to 13-24; Ch. 15 pp. 15-1 to 15-11; Ch. 17 pp. 17-1 to 17-29. Use current AIM/14 CFR and assigned POH/AFM.
FORMAL GROUND 2-3 HR EACH	TECHNICAL SUBJECTS	TS01 Regulations & FAA Publications; TS02 ADM & Human Factors; TS06 Aircraft Systems & Powerplant; TS07 Flight Instruments & Avionics; TS10 Weather Theory; TS11 Aviation Weather Information; TS12 Airspace & NAS; TS19 Emergency Operations; TS20 Basic Instrument Flight. ACS ALIGNMENT	Areas I - Preflight Preparation; VI - Navigation; VIII - Basic Instrument Maneuvers; IX - Emergency Operations. Airspace; VFR weather minimums; weather products; aircraft systems; instrument failures; wake turbulence; aeromedical factors; supplemental oxygen; local limitations.
SIMULATE	Radio/airspace scenarios; weather go/no-go decisions; VOR tracking; partial-panel/basic instrument scenarios; system-failure recognition.
FLY	Towered and non-towered communications; VOR tracking as available; basic instrument work; system-malfunction scenarios; maneuver review.

ADVANCE WHEN: Student can explain local airspace/weather limitations, identify system problems, and make a conservative go/no-go decision.

F12 Pre-Solo Evaluation

PHASE 4 GATE | Determine whether the student can safely operate without instructor intervention.

WATCH	No new video. Review weak areas only.
READ	Review 14 CFR 61.87, applicable local airport procedures, aircraft limitations, and assigned weak knowledge areas.
PRE-SOLO TEST	Complete the instructor-administered pre-solo knowledge test required by 14 CFR 61.87(b). It must cover applicable Parts 61 and 91, airspace rules and procedures for the solo airport, and the flight characteristics and operating limitations of the make/model to be flown. Review every incorrect answer with the instructor before solo authorization.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Areas I - Preflight Preparation; III - Airport and Seaplane Base Operations; IV - Takeoffs, Landings, and Go-Arounds; VII - Slow Flight and Stalls; IX - Emergency Operations.** Review pre-solo test corrections; student explains limitations, weather decision, pattern procedures, emergency actions, required documents, and solo responsibilities.
SIMULATE	Optional only if a specific procedure needs reinforcement before evaluation.
FLY	Evaluation flight emphasizing independent checklist use, taxi, communication, takeoff, pattern, landing, go-around, maneuver proficiency, and emergency response.

ADVANCE WHEN: Instructor is comfortable endorsing the student for solo and the student demonstrates safe judgment, not just acceptable control performance.

PHASE 5

Supervised Solo & Night

Solo builds independence. Night expands risk awareness and visual judgment.

F13 Solo Traffic Pattern

PHASE 5 | Transition from instructor-supported pattern work to independent PIC decision-making.

WATCH	Review V08-V10 as needed.
READ	14 CFR 61.87/61.89; local solo limitations; POH normal and emergency procedures.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Areas II - Preflight Procedures; III - Airport and Seaplane Base Operations; IV - Takeoffs, Landings, and Go-Arounds; XII - Postflight Procedures.** Pre-solo briefing, weather, winds, runway selection, traffic picture, go-around criteria, personal limitations, postflight debrief expectations.
SIMULATE	Optional chair-flying or simulator warm-up before solo when useful.
FLY	Supervised solo pattern work progressing to approved local solo operations.

ADVANCE WHEN: Student consistently makes conservative decisions, maintains centerline/airspeed control, and uses checklists without prompting.

F14 Night Operations

PHASE 5 | Develop legal, practical, and visual skills for night VFR.

WATCH	V18 - Night Flying.
READ	AFH Ch. 11 pp. 11-1 to 11-14; PHAK Ch. 17 pp. 17-19 to 17-29; PHAK Ch. 14 pp. 14-16 to 14-20; 14 CFR 61.109 and applicable night lighting/currency rules.
FORMAL GROUND 2-3 HR	TECHNICAL SUBJECTS	TS02 ADM & Human Factors; TS10 Weather Theory; TS13 Airport Operations; TS14 Radio Communications & ATC; TS19 Emergency Operations; TS21 Night Operations. ACS ALIGNMENT	Areas I - Preflight Preparation; III - Airport and Seaplane Base Operations; IV - Takeoffs, Landings, and Go-Arounds; XI - Night Operations; XII - Postflight Procedures. Night definitions; vision; illusions; lighting; airport operations; weather; passenger considerations; night emergency planning.
SIMULATE	Night cockpit setup; lighting; radio; pattern; navigation; black-hole/illusion discussion; emergency decision scenarios.
FLY	Night takeoffs/landings, required night cross-country, navigation, airport lighting, emergency considerations, instrument cross-check reinforcement.

ADVANCE WHEN: Student maintains orientation, protects night vision, uses conservative weather/airport judgment, and demonstrates safe night landings.

PHASE 6

Cross-Country Training

Turn local flying into planning, navigation, fuel, weather, and decision-making.

F15 Dual Cross-Country 1

PHASE 6 | Teach the complete planning process and make the student execute it in flight.

WATCH	V19 - Cross-Country Flight Planning + V20 - ForeFlight for Student Pilots + V17 - VOR.
READ	PHAK Ch. 10 pp. 10-1 to 10-12; Ch. 11 pp. 11-1 to 11-27; Ch. 16 pp. 16-1 to 16-35; PHAK Ch. 12-13 as assigned for weather; 14 CFR 91.103, 91.151, and 91.159; current chart/Chart Supplement; assigned POH/AFM.
FORMAL GROUND 2-3 HR	TECHNICAL SUBJECTS | TS08 Weight & Balance; TS09 Aircraft Performance; TS10-TS11 Weather; TS12 Airspace & NAS; TS14 Radio Communications & ATC; TS15 Charts & Navigation; TS16 Cross-Country Flight Planning; TS19 Emergency Operations. ACS ALIGNMENT | Areas I - Preflight Preparation; III - Airport and Seaplane Base Operations; VI - Navigation; IX - Emergency Operations; XII - Postflight Procedures. Sectional/chart symbology; route/altitude selection; pilotage; dead reckoning; VOR/GPS; E6B; fuel; performance; weather; NOTAMs; flight plan; PAVE.
SIMULATE	Nav-log calculations, radio calls, diversion, VOR intercept/tracking, EFB workflow, lost procedure, weather re-evaluation.
FLY	Execute nav log; pilotage/dead reckoning; ATC/CTAF; flight following as appropriate; VOR/GPS; diversion; simulated emergency; destination pattern/landing.

ADVANCE WHEN: Student can explain where each number came from and does not rely blindly on the EFB.

F16 Dual Cross-Country 2

PHASE 6 | Shift planning and inflight decisions to the student.

WATCH	Review V19-V20; V21 - Towered Airport Arrival if needed.
READ	Review PHAK Ch. 16; current chart supplement, NOTAMs, weather sources, and POH performance/fuel planning.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT | Areas I - Preflight Preparation; III - Airport and Seaplane Base Operations; VI - Navigation; IX - Emergency Operations; XII - Postflight Procedures.** Student-led briefing: route, alternates, weather, risk, fuel, performance, airspace, frequencies, diversion plan, go/no-go.
SIMULATE	Scenario practice focused on unexpected weather, runway change, diversion, lost procedure, fuel recalculation, or avionics failure.
FLY	Student conducts the flight with minimal instructor intervention, including planning, navigation, communications, diversions, and landing decisions.

ADVANCE WHEN: Student stays ahead of the airplane and recognizes when the original plan should change.

PHASE 7

Solo Cross-Country & ACS Integration

The training goal shifts from completing requirements to operating like the pilot in command.

F17 Solo Cross-Country Evaluation

PHASE 7 GATE | Verify readiness for independent cross-country operations.

WATCH	Review V15-V20 as needed.
READ	Current PHAK/AIM/POH references associated with the planned route; 14 CFR 61.93 and applicable endorsements.
KNOWLEDGE TEST	PROGRAM TARGET: Pass the FAA Private Pilot Airplane knowledge test before the first solo cross-country. This is a Flight Level Dreams training milestone, not a separate § 61.93 prerequisite. Review the knowledge-test report with the instructor and retain it for practical-test preparation.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT | Areas I - Preflight Preparation; III - Airport and Seaplane Base Operations; VI - Navigation; IX - Emergency Operations.** Full student-led cross-country presentation: weather, route, airspace, performance, fuel, alternates, nav log, NOTAMs, risk and go/no-go.
SIMULATE	Optional targeted scenarios only.
FLY	Evaluation may include a representative dual flight or scenario-based review before solo endorsement.

ADVANCE WHEN: Student can defend the plan, identify risks, recalculate when conditions change, and demonstrate mature PIC judgment.

F18 Solo Cross-Country

PHASE 7 | Complete required solo cross-country experience with conservative planning and instructor oversight.

WATCH	No new video; use library for targeted review.
READ	Review applicable route-specific sources before each flight.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT | Areas I - Preflight Preparation; III - Airport and Seaplane Base Operations; VI - Navigation; IX - Emergency Operations.** Instructor reviews route, weather, endorsements, aircraft status, fuel, performance, risk, and student limitations before release.
SIMULATE	Optional warm-up or chair-flying before departure.
FLY	Approved solo cross-country flights meeting applicable training requirements and instructor limitations.

ADVANCE WHEN: Safe completion, accurate postflight debrief, and evidence that the student can recognize and explain decisions made en route.

F19 ACS Integration Flights

PHASE 7 | Combine maneuvers, navigation, emergencies, and decision-making into realistic scenarios.

WATCH	Use targeted video review for weak areas.
READ	Private Pilot ACS; review assigned FAA references for any weak knowledge or skill areas.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT | Applicable Areas I-IX and XII for ASEL, integrated by scenario and student deficiency.** Scenario brief built around ACS Knowledge, Risk Management, and Skill elements rather than isolated maneuver memorization.
SIMULATE	Use simulator for abnormal procedures, instrument workload, diversion, or system-failure scenarios that are inefficient or inappropriate to create in the airplane.
FLY	Scenario-based flights with minimal prompting; maneuvers at ACS standards; specialty takeoffs/landings; navigation; emergencies; PIC authority.

ADVANCE WHEN: Performance is repeatable and the student explains the risk-management reason behind actions, not just the maneuver sequence.

PHASE 8

Mock Checkride & Final Preparation

The final phase should feel like evaluation and refinement, not first-time teaching.

F20 Mock Private Pilot Checkride

PHASE 8 | Conduct a realistic oral and flight evaluation against the ACS.

WATCH	V22 - Real Student Mock Checkride.
READ	Private Pilot ACS, especially Areas I-XII applicable to ASEL; current aircraft documents and planned cross-country references.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Applicable Private Pilot ASEL Areas of Operation I-IX, XI, and XII.** Mock oral covering knowledge and risk management through realistic scenarios; student locates sources instead of guessing.
SIMULATE	Simulator only if needed to evaluate/repair a scenario that cannot efficiently be recreated in flight.
FLY	Mock checkride flight: preflight, airport operations, takeoffs/landings, navigation, maneuvers, basic instruments, emergencies, postflight.

ADVANCE WHEN: Any deficiency is specifically identified and converted into a focused correction plan.

F21 Checkride Preparation

PHASE 8 | Polish deficiencies, verify paperwork, and arrive rested and prepared.

WATCH	V23 - Checkride Prep / Oral Example.
READ	Private Pilot ACS; applicant knowledge-test report; IACRA/application documents; endorsements; aircraft maintenance records; POH/AFM; current charts/weather/NOTAMs.
GROUND REVIEW AS NEEDED	**ACS ALIGNMENT	Applicable Private Pilot ASEL Areas of Operation based on mock-checkride and knowledge-test deficiencies.** Correct mock deficiencies; verify eligibility, logbook, endorsements, IACRA, aircraft documents, maintenance status, cross-country assignment, and oral weak areas.
SIMULATE	Only targeted practice. Avoid creating fatigue or new habits immediately before the practical test.
MINIMUM TIME	At least 3.0 hours of flight training with an authorized instructor in a single-engine airplane in preparation for the practical test. These 3.0 hours must be completed within the preceding 2 calendar months from the month of the test (14 CFR 61.109(a)(4)). This block may be spread across multiple proficiency flights.
FLY	Focused checkride-preparation flights correcting mock-checkride deficiencies and building repeatable ACS-level performance. Instructor input becomes minimal; emphasis is PIC authority, consistency, and safe decisions.

ADVANCE WHEN: Applicant meets endorsement requirements, demonstrates consistent ACS-level performance, and is prepared to explain decisions using current primary sources.

VIDEO LIBRARY

Chronological Watch List - Part 1

Clickable reference list. Video assignments are supplements; FAA publications, current regulations, and the aircraft POH/AFM remain the primary sources.

HOW VIDEOS WERE SELECTED

Selections favor clear instruction, strong student usefulness, and established/high-viewership training content. A lower-viewership aircraft-specific video may be retained when it better matches the PA-28 training environment. View counts and availability change over time, so links should be reviewed periodically.

ID	FLIGHT	VIDEO / CREATOR	USE
V01	F01	Piper Archer TX Preflight Thrust Flight	Aircraft-specific visual walk-around; use the assigned aircraft checklist/POH as controlling guidance.
V02	F01	V Speeds | Private Pilot Knowledge Test Prep FlightInsight	Good early overview before learning aircraft-specific speeds.
V03	F02/F10	SECRET TO STEEP TURNS PERFECTION Free Pilot Training	Popular visual explanation of steep-turn technique and sight picture.
V04	F03/F10	How to Master Slow Flight MzeroA Flight Training	Clear reinforcement before slow-flight practice.
V05	F03/F10	How to Perform Power-Off Stalls Sporty's	Useful maneuver demonstration before FAA reading and ground.
V06	F03	S Turns Across a Road MzeroA Flight Training	Wind correction and ground-reference visualization.
V07	F03	Turns Around a Point MzeroA Flight Training	Visualizes changing wind correction around a constant-radius reference.
V08	F04/F13	How To Fly A Standard Traffic Pattern MzeroA Flight Training	Pattern sequencing, spacing, and workload.
V09	F04/F05/F13	3 Tips To Improve Your Landings MzeroA Flight Training	One of the channel's popular landing videos; useful for repeated review during pattern phase.
V10	F05	How to Execute a Proper Go Around Flight Training Guide	Piper Cherokee demonstration of stabilized approach and go-around.
V11	F06	Gusty Crosswind Landings MzeroA Flight Training	Strong visual explanation of crosswind control and landing technique; reinforce aircraft-specific limitations and instructor technique.
V12	F07/F10	What to Do if Your Engine DIES in a Cessna 172 (ENGINE FAILURE in FLIGHT) Free Pilot Training	High-viewership emergency concept video; translate procedures to the assigned aircraft POH/checklist.
V13	F08	Simple Steps to Perfect Your Short Field Takeoff and Landing MzeroA Flight Training	Short-field technique and energy management.
V14	F08	How to take off and land from grass runways Sporty's	Soft-field concept and runway-surface considerations.

VIDEO LIBRARY

Chronological Watch List - Part 2

Continue in syllabus order. Use targeted review rather than binge-watching material that is not tied to the next lesson.

ID	FLIGHT	VIDEO / CREATOR	USE
V15	F11/F17	Airspace | Private Pilot Knowledge Test Prep FlightInsight	Clear overview of Classes A-G before reading PHAK Ch. 15 and working local sectional scenarios.
V16	F11/F15/F17	Breaking the WEATHER CODE! (PPL Lesson 40) Free Pilot Training	High-viewership weather decoding review; pair with current FAA weather material because weather products evolve.
V17	F11/F15	You WILL Understand VORs after Watching This! (PPL Lesson 37) Free Pilot Training	Very high-viewership VOR explanation; strong pre-read visual for PHAK Ch. 16.
V18	F14	Night Flying - Everything You Need To Know Pilot Institute Airplanes	Modern overview of night risks and procedures before AFH/PHAK reading.
V19	F15/F16	Cross Country Flight Planning Step by Step | Nav Log Example Part 1 FlightInsight	Popular full nav-log walkthrough; good bridge from charts to the first dual XC.
V20	F15/F16	Student Pilot's Guide to Cross-Country Flight Planning with an iPad Sporty's	Shows how ForeFlight can support - not replace - manual understanding.
V21	F16	How to Land at a Towered Airport | Class D Arrival FlightInsight	Useful before a cross-country to an unfamiliar towered airport.
V22	F20	REAL Student Takes Mock Checkride for Private Pilot Mock checkride / examiner-led	Lets the applicant see how scenario questions unfold and how a real student responds under pressure.
V23	F21	Private Pilot Checkride Prep - Oral Exam King Schools / DPE example	Example oral structure and source-based discussion before the practical test.

INSTRUCTOR VIDEO REVIEW STANDARD

- Videos are reviewed for training usefulness, current relevance, and consistency with FAA guidance before assignment.
- The video never overrides the POH/AFM, current regulation, AIM, ACS, or instructor direction.
- When a creator demonstrates a different aircraft, configuration, checklist, or local procedure, the student is expected to identify that difference during ground discussion.
- Video links and popularity can change. The library should be reviewed at least periodically and replaced when a better current resource exists.

REFERENCES

Primary Source Index

Use the source, not the memory aid, whenever a question affects legality, aircraft limitations, or safety.

SOURCE	EDITION	LINK
Private Pilot Airplane ACS	FAA-S-ACS-6C	Open source
Pilot's Handbook of Aeronautical Knowledge	FAA-H-8083-25C + current addenda	Open source
Airplane Flying Handbook	FAA-H-8083-3C	Open source
Aviation Weather Handbook	FAA-H-8083-28B	Open source
Aeronautical Information Manual	Current edition	Open source
Electronic Code of Federal Regulations	Current 14 CFR	Open source

FINAL REMINDER
This syllabus is a structured roadmap for independent Part 61 flight instruction. Required aeronautical experience may be accumulated across multiple lessons; actual completion is tracked in the separate Progress & Evaluation Guide. Lesson order, repetition, endorsements, and advancement remain subject to instructor judgment, aircraft limitations, weather, student readiness, and current FAA requirements.

STUDENT PLANNING

Training Planner

Use this page to plan upcoming lessons and assignments. Make additional copies as needed throughout training.

STUDENT		WEEK OF	
CURRENT PHASE		WEEKLY GOAL	

PLANNING ENTRY 1	DATE: _____
CURRENT PHASE / FLIGHT BLOCK	
WATCH / READ ASSIGNMENT	
GROUND / SIMULATOR PREP	
NEXT FLIGHT GOAL / QUESTIONS	

PLANNING ENTRY 2	DATE: _____
CURRENT PHASE / FLIGHT BLOCK	
WATCH / READ ASSIGNMENT	
GROUND / SIMULATOR PREP	
NEXT FLIGHT GOAL / QUESTIONS	

PLANNING ENTRY 3	DATE: _____
CURRENT PHASE / FLIGHT BLOCK	
WATCH / READ ASSIGNMENT	
GROUND / SIMULATOR PREP	
NEXT FLIGHT GOAL / QUESTIONS	

PLANNING NOTE: This page is a planning aid, not an endorsement record. Required endorsements and training records remain in the student logbook and instructor records.

FLIGHT LEVEL DREAMS

PRIVATE PILOT PROGRESS & EVALUATION GUIDE

AIRPLANE SINGLE-ENGINE LAND | PART 61

Training record, stage checks, and aeronautical experience tracking.

TRACK Record the work	EVALUATE Measure proficiency	ADVANCE Move when ready

COMPANION DOCUMENT | Use this guide with the Flight Level Dreams Private Pilot Training Syllabus. The syllabus explains what to study and practice; this guide records what was completed and whether the student is ready to advance.

STUDENT NAME _____	**START DATE** _____
HOME AIRPORT _____	**PRIMARY AIRCRAFT** _____
INSTRUCTOR _____	**PHONE / EMAIL** _____
MEDICAL / BASICMED _____	**STUDENT PILOT CERTIFICATE** _____

By Enrique Gonzalez, CFI
Independent Flight Instruction | Flight Level Dreams
Revised August 2026

USING THIS GUIDE

Progress Standards & Recordkeeping

A proficiency-based record designed for variable training pace and repeat lessons.

IMPORTANT | Lesson counts are planning blocks, not guarantees. Repeat, combine, or divide lessons as needed. Advancement is based on safe, repeatable performance and judgment - not simply accumulating hours.

PROFICIENCY SCALE

CODE	I - INTRODUCED	D - DEVELOPING	S - SATISFACTORY	P - PROFICIENT
	Instructor demonstration or significant assistance.	Performs with coaching; consistency is still developing.	Safe and acceptable for the current phase with minor coaching.	Consistent, independent performance at the required phase/ACS standard.

HOW TO RATE | Use the rating that best describes the student at the end of the lesson or evaluation. Ratings are relative to the current phase standard. During final ACS integration and mock-checkride work, P should mean independent performance within the current ACS.

RECORDKEEPING RULES

- ☐ Enter every flight, ground, and simulator/chair-flying session in the applicable phase lesson log.
- ☐ Use the skill table to record the student's current level. Not every item must be graded on every flight.
- ☐ At a stage gate, mark READY TO ADVANCE only when the student demonstrates safe judgment and the required phase proficiency.
- ☐ Official logbook entries, endorsements, and instructor records remain the controlling training records. This guide does not replace them.

GENERAL TRAINING NOTES

TRAINING SUMMARY

Part 61 Aeronautical Experience Tracker

Use this page as a running summary. Verify official time from the student logbook before endorsements or practical-test recommendation.

REQUIREMENT	MINIMUM	ACTUAL / COMPLETE	CFI
Total flight time	40.0 hr		
Flight training with authorized instructor	20.0 hr		
Cross-country flight training - single-engine airplane	3.0 hr		
Night flight training - single-engine airplane	3.0 hr		
Night cross-country flight	>100 NM total		
Night takeoffs and full-stop landings	10 / 10		
Solely by reference to instruments	3.0 hr		
Practical-test preparation within preceding 2 calendar months	3.0 hr		
Solo flight time - single-engine airplane	10.0 hr		
Solo cross-country time	5.0 hr		
Long solo cross-country	150 NM total / 3 full-stop points / one leg >50 NM		
Full-stop takeoffs and landings at operating control tower	3 / 3		

REFERENCE | 14 CFR § 61.109(a). These are federal minimums for an airplane single-engine private pilot applicant; actual training time is commonly higher and remains proficiency-driven.

KNOWLEDGE & APPLICATION MILESTONES

MILESTONE	DATE	STATUS / SCORE	CFI
Medical qualification confirmed before solo			
Student pilot certificate received before solo			
Pre-solo knowledge test completed and corrected			
FAA Private Pilot Airplane knowledge test passed			
Knowledge-test deficiencies reviewed			
IACRA application / practical-test paperwork ready			

PHASE 1

Fundamentals & Principles of Flight

Establish safe habits, basic aircraft control, and the aerodynamic foundation for all later maneuvers.

BLOCKS	F01 Fundamentals / First Training Flight | F02 Principles of Flight & Basic Maneuvers
ACS	Areas I-II, V, VIII, XII as applicable

PHASE STANDARD | Student follows checklist flow, maintains basic aircraft control, uses trim and coordination, and begins performing maneuvers with an organized setup and recovery.

LESSON LOG

DATE	BLOCK	DUAL	SOLO	GROUND	SIM	RESULT	CFI

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Preflight inspection / aircraft familiarization			
Positive exchange of controls / cockpit discipline			
Taxi, runup, and checklist usage			
Straight-and-level flight			
Climbs and descents			
Turns and coordination			
Trim / pitch-power relationship			
Steep-turn setup and recovery			
Clearing procedures / division of attention			
Basic instrument scan introduced as appropriate			

Rating is relative to the current phase standard.

READY TO ADVANCE	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

PHASE 2

Slow Flight, Stalls & Ground Reference

Develop angle-of-attack awareness, stall recognition/recovery, and wind-correction judgment.

BLOCKS	F03 Slow Flight / Stalls / Ground Reference
ACS	Areas V and VII

PHASE STANDARD | Student recognizes changing control effectiveness, uses coordinated stall recovery, and corrects for wind to maintain the desired ground track.

LESSON LOG

DATE	BLOCK	DUAL	SOLO	GROUND	SIM	RESULT	CFI

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Clearing / maneuver setup			
Slow flight - entry, control, and recovery			
Power-off stall recognition and recovery			
Power-on stall recognition and recovery			
Stall / spin awareness and prevention			
Rectangular course			
S-turns across a road			
Turns around a point			
Wind-drift correction / ground-track planning			
Coordination and rudder use			

Rating is relative to the current phase standard.

INSTRUCTOR NOTES

READY TO ADVANCE	YES ☐ CONTINUE ☐	DATE	
INSTRUCTOR		INITIALS	

PHASE 3

Takeoffs, Landings & Traffic Pattern Development

Build repeatable pattern control, landing judgment, wind correction, and go-around discipline.

BLOCKS	**F04 Pattern Fundamentals | F05 Landing Consistency / Go-Arounds | F06 Crosswind / Forward Slip | F07 Emergency Pattern | F08 Short-Field / Soft-Field Introduction**
ACS	Areas III-IV and IX

PHASE STANDARD | Student flies an organized pattern, maintains appropriate airspeeds, makes timely go-around decisions, and applies correct control inputs for wind and runway conditions.

LESSON LOG

DATE	BLOCK	DUAL	SOLO	GROUND	SIM	RESULT	CFI

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Taxi / wind correction / runway incursion avoidance			
Traffic-pattern entry, spacing, and radio communication			
Normal takeoff and climb			
Normal approach and landing			
Crosswind takeoff and landing			
Stabilized approach judgment			
Go-around / rejected landing			
Forward slip to landing			
Simulated engine-out pattern / emergency approach			
Short-field takeoff and landing			
Soft-field takeoff and landing			
Checklist use without prompting			

Rating is relative to the current phase standard.

READY FOR F09 EVAL	**YES ☐ CONTINUE ☐**	**DATE**	_____
INSTRUCTOR	_____	**INITIALS**	_____

STAGE GATE

F09 - Takeoff & Landing Evaluation

Confirm that traffic-pattern operations are becoming independent before moving deeper into solo preparation.

EVALUATION STANDARD | Student should demonstrate safe, repeatable takeoff, pattern, approach, landing, go-around, communication, and checklist performance with minimal instructor intervention. Use current conditions and aircraft limitations; do not force a maneuver that is not appropriate for the day.

EVALUATION FLIGHT LOG

DATE	BLOCK	DUAL	SOLO	GROUND	SIM	RESULT	CFI

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Ground procedures and runway-incursion avoidance			
ATC / CTAF communication			
Takeoff directional control and wind correction			
Traffic-pattern altitude, airspeed, spacing, and coordination			
Stabilized approach recognition			
Landing alignment, centerline control, and wind correction			
Go-around decision and execution			
Simulated engine-out / power-off landing judgment			
Forward slip when appropriate			
Checklist discipline and situational awareness			

Rating is relative to the current phase standard.

PROGRAM CHECKPOINT

- ☐ At least 3 takeoff / landing cycles observed when conditions permit
- ☐ Student makes unprompted go-around decisions when an approach is not stabilized
- ☐ Student can explain when a landing should be discontinued rather than salvaged

EVALUATOR COMMENTS / RETRAINING

EVALUATION RESULT	YES ☐ CONTINUE ☐	DATE	
INSTRUCTOR		INITIALS	

PHASE 4

Solo Preparation

Bring maneuver proficiency, emergency judgment, airspace/weather knowledge, and aircraft-system awareness together before the pre-solo evaluation.

BLOCKS	F10 Solo Prep - Maneuvers & Emergencies | F11 Solo Prep - Airspace, Weather, Systems & Instruments
ACS	Areas I, III-V, VII-IX

PHASE STANDARD | Student demonstrates the required pre-solo maneuvers and procedures safely in the make/model, makes conservative decisions, and can explain the aircraft and local operating environment.

LESSON LOG

DATE	BLOCK	DUAL	SOLO	GROUND	SIM	RESULT	CFI

§ 61.87(d) PRE-SOLO FLIGHT TRAINING CHECK

☐ Flight preparation, preflight planning, powerplant operation, and aircraft systems	☐ Taxi / runup / surface operations
☐ Normal and crosswind takeoffs and landings	☐ Straight-and-level flight and turns
☐ Climbs and climbing turns	☐ Traffic patterns, entry, and departure procedures
☐ Collision avoidance, windshear avoidance, and wake turbulence avoidance	☐ Descents with and without turns using high- and low-drag configurations
☐ Flight at airspeeds from cruise to slow flight	☐ Stall entries / recoveries required by §61.87(d)
☐ Emergency procedures and equipment malfunctions	☐ Ground reference maneuvers
☐ Approaches to landing with simulated engine malfunction	☐ Slips to a landing
☐ Go-arounds	

USE | Check an item only after it has been trained and logged. The student must demonstrate satisfactory proficiency and safety before solo authorization.

SOLO PREP KNOWLEDGE / SYSTEMS

SKILL / TASK	RATING	DATE	CFI
Local airspace / operating limitations			
Weather interpretation and solo go-no-go judgment			
Aircraft systems / limitations / abnormal indications			
VOR / navigation-system use as applicable			
Basic instrument control / unusual-attitude recovery			
Emergency checklist use and memory-item discipline			

Rating is relative to the current phase standard.

STAGE GATE

F12 - Pre-Solo Evaluation

Determine whether the student can safely operate the airplane without instructor intervention.

BEFORE SOLO AUTHORIZATION

☐ Student pilot certificate available	☐ Medical / permitted medical qualification current as applicable
☐ Pre-solo knowledge test administered	☐ All incorrect pre-solo test answers reviewed
☐ Required §61.87 flight training logged	☐ Make/model proficiency confirmed
☐ Solo limitations and local procedures briefed	☐ Aircraft documents / airworthiness status reviewed
☐ Weather and wind within instructor-established solo limits	☐ Required solo endorsement entered in logbook

PRE-SOLO KNOWLEDGE TEST

DATE	_____	**RESULT**	SATISFACTORY ☐
INCORRECT ANSWERS REVIEWED	YES ☐	**CFI INITIALS**	_____
SOLO AIRPORT / LOCAL AREA	_____	**MAKE / MODEL**	_____

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Independent checklist / ground procedures			
Communications and traffic awareness			
Takeoff and pattern control			
Approach stability and landing judgment			
Crosswind correction			
Go-around decision making			
Emergency response / simulated engine failure			
Slow flight / stall proficiency			
Ground reference maneuver proficiency			
Aircraft-system / limitation knowledge			
Weather / airspace / go-no-go judgment			
PIC mindset and conservative decision making			

Rating is relative to the current phase standard.

PRE-SOLO EVALUATOR COMMENTS

_____

_____

READY FOR SOLO	**YES ☐ CONTINUE ☐**	**DATE**	_____
INSTRUCTOR	_____	**INITIALS**	_____

PHASE 5

F13 - Solo Traffic Pattern

Build independent confidence while keeping the operation tightly controlled and instructor-supervised.

SOLO CONTROL | Solo flights occur only within the instructor's current endorsements and limitations. The instructor should verify weather, aircraft status, airport/runway conditions, student readiness, and endorsement currency before release.

SOLO FLIGHT LOG

DATE	AIRCRAFT	SOLO TIME	T/O	LDG	CONDITIONS / LIMIT	CFI RELEASE

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Preflight / aircraft acceptance			
Taxi and runway awareness			
Radio communication			
Takeoff and climb			
Traffic-pattern spacing and altitude			
Approach stability			
Landing / centerline control			
Go-around judgment			
Checklist discipline			
Postflight / discrepancy reporting			

Rating is relative to the current phase standard.

SOLO PHASE STATUS	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

PHASE 6

F14 - Night Operations

Meet the night aeronautical-experience requirement while developing night-specific judgment and visual technique.

BLOCKS	F14 Night Operations
ACS	Area XI plus applicable I, III, IV, VI and IX

PHASE STANDARD | Student safely manages night preparation, lighting, illusions, navigation, takeoffs/landings, and emergency considerations.

REQUIREMENT	MINIMUM	ACTUAL / COMPLETE	CFI
Night flight training - single-engine airplane	3.0 hr		
Night cross-country flight	>100 NM total		
Night takeoffs and full-stop landings	10 / 10		

NIGHT LESSON LOG

DATE	BLOCK / ROUTE	DUAL	SOLO	GROUND	SIM	RESULT	CFI

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Night preflight / lighting management			
Night vision and illusion awareness			
Taxi and airport lighting interpretation			
Night takeoff and climb			
Night navigation / position awareness			
Night approach and landing			
Full-stop landing consistency			
Night go-around			
Night emergency / off-airport considerations			
Weather and personal-minimum judgment			

Rating is relative to the current phase standard.

NIGHT COMPLETE	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

PHASE 7

F15-F16 - Dual Cross-Country

Transfer planning, weather, navigation, communication, and diversion skills into real cross-country decision making.

BLOCKS	F15 Dual Cross-Country 1 | F16 Dual Cross-Country 2
ACS	Areas I, III-IV, VI, VIII-IX, XII

PHASE STANDARD | Student plans and conducts the flight with decreasing instructor intervention, while maintaining situational awareness and making conservative in-flight decisions.

DUAL CROSS-COUNTRY LOG

DATE	BLOCK / ROUTE	DUAL	SOLO	GROUND	SIM	RESULT	CFI

§ 61.93(e) CROSS-COUNTRY TRAINING CHECK

☐ Aeronautical charts, pilotage, dead reckoning, and magnetic compass use	☐ Aircraft performance charts for cross-country planning
☐ Weather reports/forecasts and recognition of critical weather	☐ Emergency procedures
☐ Departure, arrival, pattern entry, and approach procedures	☐ Collision avoidance, wake turbulence, and windshear avoidance
☐ Hazardous terrain recognition / avoidance as applicable	☐ Installed instrument and equipment operation
☐ Radio navigation and two-way communication	☐ Short-field, soft-field, and crosswind takeoff/landing procedures
☐ Best-angle and best-rate climbs	☐ Control and maneuvering solely by reference to instruments

DUAL XC PROFICIENCY

SKILL / TASK	RATING	DATE	CFI
Preflight planning / nav log accuracy			
Weather briefing and go-no-go decision			
Pilotage / dead reckoning / course control			
ATC / CTAF communication			
Fuel and time management			
Diversion / lost procedures			
Emergency / precautionary decision making			
Arrival, pattern entry, and landing at unfamiliar airport			

Rating is relative to the current phase standard.

READY FOR F17 EVAL	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

STAGE GATE

F17 - Solo Cross-Country Evaluation

Confirm that the student can plan, evaluate, and safely conduct a solo cross-country before route-specific authorization.

SKILL EVALUATION

SKILL / TASK	RATING	DATE	CFI
Complete and accurate route / nav-log planning			
Weather analysis and go/no-go decision			
Airspace / NOTAM / TFR review			
Weight and balance / performance calculations			
Fuel planning and reserve management			
Airport / runway / alternates review			
Pilotage / dead reckoning / GPS / VOR use as applicable			
ATC / CTAF communication and flight following			
Diversion and lost-procedure decision making			
Emergency / precautionary planning			
Traffic-pattern entry and landing at unfamiliar airports			
PIC authority, workload management, and conservative judgment			

Rating is relative to the current phase standard.

§ 61.93 RELEASE ITEMS

☐ Solo endorsement current for make/model	☐ Solo cross-country category endorsement completed
☐ Solo cross-country make/model endorsement completed	☐ Route-specific planning reviewed for the intended flight
☐ Current/forecast weather reviewed and acceptable	☐ Instructor limitations for the flight are met

EVALUATOR COMMENTS / DEFICIENCIES

_____

_____

_____

READY FOR SOLO XC	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

PHASE 8

F18 - Solo Cross-Country

Track each authorized solo cross-country and the required §61.109(a) experience.

SOLO CROSS-COUNTRY FLIGHT LOG

DATE	ROUTE	XC TIME	DIST	FULL-STOP POINTS	61.93 REVIEW	CFI

REQUIREMENT	MINIMUM	ACTUAL / COMPLETE	CFI
Solo cross-country time	**5.0 hr**		
Long solo cross-country	**150 NM total**		
Full-stop landing points on long solo XC	**3 points**		
One leg on long solo XC	**>50 NM straight-line**		
Full-stop takeoffs/landings at operating control tower	**3 / 3**		

EACH FLIGHT | For each solo cross-country, the instructor review required by §61.93 must be completed as applicable. Use the student logbook for the actual endorsement text.

SOLO XC NOTES

_____

_____

POST-FLIGHT DEBRIEF

ACTUAL FUEL USED	_____	**ETA / TIME VARIANCE**	_____
WEATHER DIFFERENCES	_____	**ROUTE / ALTITUDE CHANGES**	_____
ATC / AIRPORT ISSUES	_____	**AIRCRAFT DISCREPANCIES**	_____
BIGGEST LESSON	_____	**CFI DEBRIEF**	DATE _____ INIT _____

PHASE 9

F19 - ACS Integration Flights

Transition from isolated maneuvers to complete, scenario-based private-pilot performance.

STANDARD | The student should increasingly operate as PIC: prepare the flight, brief the plan, manage risk, make decisions, fly the maneuver, recognize errors, and correct them without waiting for instructor prompts.

ACS AREA PROGRESS

SKILL / TASK	RATING	DATE	CFI
I - Preflight Preparation			
II - Preflight Procedures			
III - Airport and Seaplane Base Operations			
IV - Takeoffs, Landings, and Go-Arounds			
V - Performance Maneuvers and Ground Reference Maneuvers			
VI - Navigation			
VII - Slow Flight and Stalls			
VIII - Basic Instrument Maneuvers			
IX - Emergency Operations			
X - Multiengine Operations - N/A for ASEL			
XI - Night Operations			
XII - Postflight Procedures			

Use P only when the applicant can perform independently at the current ACS standard, with sound risk management and judgment.

INTEGRATION FLIGHT LOG

DATE	BLOCK	DUAL	SOLO	GROUND	SIM	RESULT	CFI

REMAINING WEAK AREAS

_____

_____

_____

READY FOR MOCK	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

STAGE GATE

F20 - Mock Private Pilot Checkride

Conduct the oral and flight as close as practical to a real practical-test sequence, with minimal coaching and clear deficiency tracking.

ACS AREA	ORAL	FLIGHT	CFI
I - Preflight Preparation	S ☐ C ☐	S ☐ C ☐	
II - Preflight Procedures	S ☐ C ☐	S ☐ C ☐	
III - Airport and Seaplane Base Operations	S ☐ C ☐	S ☐ C ☐	
IV - Takeoffs, Landings, and Go-Arounds	S ☐ C ☐	S ☐ C ☐	
V - Performance Maneuvers and Ground Reference Maneuvers	S ☐ C ☐	S ☐ C ☐	
VI - Navigation	S ☐ C ☐	S ☐ C ☐	
VII - Slow Flight and Stalls	S ☐ C ☐	S ☐ C ☐	
VIII - Basic Instrument Maneuvers	S ☐ C ☐	S ☐ C ☐	
IX - Emergency Operations	S ☐ C ☐	S ☐ C ☐	
X - Multiengine Operations - N/A for ASEL	N/A	N/A	
XI - Night Operations	S ☐ C ☐	S ☐ C ☐	
XII - Postflight Procedures	S ☐ C ☐	S ☐ C ☐	

KEY | S = satisfactory for mock-checkride purposes. C = continue training. A mock result is an instructional evaluation and is not an FAA practical-test result.

DEFICIENCIES / RETRAINING PLAN

_____

_____

_____

_____

_____

MOCK RESULT	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

PHASE 10

F21 - Checkride Preparation & Practical-Test Readiness

Correct mock-checkride deficiencies, complete the required recent preparation, and verify the applicant and aircraft are ready.

REQUIREMENT	MINIMUM	ACTUAL / COMPLETE	CFI
Practical-test preparation with authorized instructor	3.0 hr		
Timing of the 3.0 hr preparation	Within preceding 2 calendar months		

PRACTICAL-TEST READINESS CHECK

☐ FAA knowledge test passed and report available	☐ Knowledge-test deficiencies reviewed with instructor
☐ Aeronautical knowledge / home-study or ground training complete	☐ §61.109 aeronautical experience verified from logbook
☐ Required training in §61.107 areas of operation logged	☐ Practical-test preparation training completed within required period
☐ Instructor practical-test endorsement completed as applicable under §61.39	☐ IACRA / application completed and signed
☐ Applicant identification and required pilot / medical documents ready	☐ Logbook endorsements reviewed for completeness
☐ Current ACS reviewed; weak areas corrected	☐ Aircraft documents / inspections / required equipment verified
☐ Aircraft POH/AFM, supplements, W&B, and performance data ready	☐ Cross-country assignment / nav log / weather briefing ready when applicable
☐ DPE / practical-test date and logistics confirmed	

FINAL PROFICIENCY

SKILL / TASK	RATING	DATE	CFI
Knowledge / oral readiness			
Preflight preparation and aircraft records			
Normal / crosswind takeoff and landing			
Short-field takeoff and landing			
Soft-field takeoff and landing			
Steep turns / ground reference			
Slow flight / stalls			
Navigation / diversion / lost procedures			
Basic instrument maneuvers			
Emergency operations			
Night knowledge / operations			
PIC authority / judgment / risk management			

Final recommendation should be based on consistent, independent performance - not a single good flight.

FINAL INSTRUCTOR NOTES

_____

_____

_____

READY FOR PRACTICAL TEST	YES ☐ CONTINUE ☐	DATE	_____
INSTRUCTOR	_____	INITIALS	_____

CONTINUATION

Reusable Lesson Log & Notes

Each phase log provides space for at least 8 flights. Make additional copies of this page as needed for repeat lessons, weather delays, extra proficiency work, or training outside the planned blocks.

LESSON LOG

DATE	BLOCK / ROUTE	DUAL	SOLO	GROUND	SIM	RESULT	CFI

CONTINUATION NOTES / ASSIGNED CORRECTIONS

RECORD NOTE | This guide is a progress and evaluation aid. Required logbook entries, endorsements, and instructor records must still be made separately in accordance with applicable regulations.

REGULATORY REFERENCES: 14 CFR §§ 61.39, 61.87, 61.93, 61.103, 61.105, 61.107, 61.109; current FAA Private Pilot for Airplane Category ACS (FAA-S-ACS-6C). Verify current regulations and FAA publications before use.

FLIGHTLEVELDREAMS | By Enrique Gonzalez, CFI | Revised August 2026

THE 'P'ILOT - PAVE

PRIVATE PILOT ELIGIBILITY | § 61.103

- At least 17 for an airplane rating; able to read, speak, write, and understand English.
- Receive required training and endorsements; meet § 61.109 experience; pass the knowledge and practical tests.
- A student pilot certificate is required before solo. Medical qualification is generally required to act as PIC, but a third-class medical is not itself an eligibility item for issuance of the private certificate.

AIRPLANE SINGLE-ENGINE EXPERIENCE | § 61.109(a)

- At least 40 hours total: 20 hours flight training and 10 hours solo. The national average is normally higher.
- Training: 3 hours cross-country; 3 hours night including a cross-country over 100 NM total and 10 full-stop takeoffs/landings; 3 hours instrument; 3 hours checkride preparation within the preceding 2 calendar months.
- Solo: 5 hours cross-country; one 150-NM total cross-country with 3 full-stop points and one segment at least 50 NM; 3 full-stop takeoffs/landings at an airport with an operating control tower.

PRIVATE PILOT PRIVILEGES | § 61.113

- No carrying persons/property for compensation or hire and no acting as PIC for compensation or hire, except specific regulatory exceptions.
- Incidental business flight may be allowed when the flight is incidental and passengers/property are not carried for compensation or hire.
- Pilot must pay at least the pro rata share of fuel, oil, airport expenditures, or rental fees. FAA interpretations also require a common purpose.

PIC DOCUMENTS AND AUTHORITY

- § 61.3: appropriate pilot certificate, photo ID, and medical certificate when required.
- § 91.3: PIC is directly responsible and final authority; may deviate as necessary in an in-flight emergency.
- § 91.103: know all available information before flight.

MEDICAL DURATION | § 61.23

- Third-class privileges: under age 40 on exam date - 60 calendar months; age 40 or older - 24 calendar months.
- Second-class privileges: 12 calendar months. First-class privileges: 12 calendar months if under 40; 6 calendar months if 40 or older. Lower-class privileges may continue as allowed by § 61.23.

ENDORSEMENTS | § 61.31

- Complex: retractable gear, flaps, controllable-pitch propeller/approved equivalent.
- High-performance: engine over 200 horsepower. Tailwheel: required proficiency items. Pressurized/high-altitude: service ceiling or maximum operating altitude above 25,000 feet MSL.
- Receive required ground/flight training and one-time logbook endorsement unless an exception applies.

CURRENCY | §§ 61.56, 61.57

- Flight review within preceding 24 calendar months unless an alternative applies.
- Passengers: 3 takeoffs and landings within 90 days in same category/class/type if required. Tailwheel landings to full stop.
- Night passengers: 3 full-stop takeoffs/landings between 1 hour after sunset and 1 hour before sunrise.

BASICMED - CURRENT RULE

- §§ 61.23(c)(3), 61.113(i): aircraft authorized for no more than 7 occupants and no more than 12,500 lb maximum takeoff weight; carry no more than 6 passengers.
- U.S. only; VFR or IFR; at/below 18,000 feet MSL; no more than 250 KIAS; not for compensation or hire; excludes transport-category rotorcraft.
- Valid U.S. driver's license; course every 24 calendar months; exam/checklist every 48 months; meet medical-history and special-issuance requirements.

THE 'P'ILOT - PERSONAL READINESS AND AEROMEDICAL

IMSAFE, PASSENGERS, AND PHYSIOLOGY

IMSAFE PERSONAL CHECK

- Illness: symptoms or recovery may reduce performance.
- Medication: verify effects and FAA acceptability; consider the condition being treated.
- Stress: recognize workload, family, financial, and schedule pressure.
- Alcohol: § 91.17 minimum 8 hours, below 0.04, not under influence; personal minimum should be more conservative.
- Fatigue: acute/chronic sleep loss, sleep apnea, circadian disruption.
- Emotion/Eating: anger, grief, anxiety, dehydration, and poor nutrition.

SAFETY PASSENGER BRIEF

- Seat belts/shoulder harnesses; seat position and controls.
- Air vents, heat, comfort, and airsickness.
- Fire extinguisher and emergency equipment.
- Exits, doors/windows, evacuation, and propeller safety.
- Traffic scanning and sterile-cockpit expectations.
- Your questions; explain positive transfer of controls and emergency duties.

TYPE	CAUSE / EFFECT
Hypoxic	Insufficient oxygen available to the lungs, commonly altitude.
Hypemic	Blood cannot carry enough oxygen; carbon monoxide or anemia.
Stagnant	Inadequate circulation prevents oxygen delivery.
Histotoxic	Cells cannot use oxygen because of alcohol, drugs, or toxins.

HYPOXIA

- Symptoms: euphoria, headache, impaired judgment, slow reaction, tunnel vision, cyanosis, drowsiness, poor coordination.
- Use supplemental oxygen, descend promptly, improve ventilation when contamination is possible, and land as appropriate.
- Individual symptoms vary. Learn yours under controlled training; pulse oximetry is supplemental information, not permission to continue.

HYPERVENTILATION

- Excessive breathing lowers carbon dioxide. Symptoms can resemble hypoxia: dizziness, tingling, visual changes, lightheadedness, spasms.
- Slow breathing and speak aloud. If cause is uncertain at altitude, use oxygen and descend.
- Do not use the old paper-bag method in flight.

CARBON MONOXIDE

- Colorless, odorless exhaust gas causing hypemic hypoxia. Headache, dizziness, drowsiness, and nausea are warnings.
- Shut off cabin heat, open fresh-air vents/windows, use oxygen, land as soon as practical, and seek medical attention.
- Use a reliable detector and inspect exhaust/heater systems.

EAR, SINUS, AND SCUBA

- Avoid flying congested. Equalize gently; do not force descent through severe pain.
- After scuba: FAA guidance recommends at least 12 hours after a dive not requiring controlled ascent and at least 24 hours after one requiring controlled ascent; consider 24 hours before higher-altitude flight.
- Decompression sickness: joint pain, weakness, numbness, dizziness, breathing difficulty. Use oxygen, descend, land, and seek emergency care.

VISION AND NIGHT

- Dark adaptation takes about 30 minutes. Use dim red/amber light and off-center viewing; protect eyes from bright light.
- Night blind spot, autokinesis, false horizon, black-hole approach, and empty-field myopia can mislead the pilot.

SPATIAL DISORIENTATION

- The leans, Coriolis, graveyard spiral, inversion, elevator, and somatogravic illusions arise when body sensations conflict with reality.
- Trust the instruments, use a disciplined cross-check, keep head movement smooth, and avoid instrument conditions without qualification.

THE 'A'IRCRAFT - AIRWORTHINESS

DOCUMENTS, INSPECTIONS, EQUIPMENT, AND INOPERATIVE ITEMS

ARROW
- Airworthiness certificate displayed at the cabin/cockpit entrance.
- Registration certificate current and valid; U.S. registrations generally expire 7 years after issuance unless an earlier terminating event occurs (§ 47.40).
- Radio station/pilot permit generally required for international operations, not domestic U.S. operations.
- Operating limitations: AFM/POH, supplements, placards, markings (§ 91.9).
- Weight and balance: current empty-weight/equipment data and loading information.

AV1ATES INSPECTIONS
- Annual: every 12 calendar months (§ 91.409). 100-hour when carrying persons for hire or giving instruction for hire in an aircraft the instructor provides; up to 10 hours only to reach inspection, counted toward next interval.
- VOR check within 30 days for IFR (§ 91.171). Altimeter/static within 24 calendar months for IFR in controlled airspace (§ 91.411).
- Transponder within 24 calendar months (§ 91.413). ELT inspection every 12 calendar months; battery after more than 1 cumulative hour or 50% useful life (§ 91.207).
- Airworthiness Directives are mandatory; verify one-time and recurring compliance (§ 39.7).

DAY VFR | § 91.205(b)
- Airspeed, altimeter, magnetic direction indicator.
- Tachometer each engine; oil pressure; oil temperature for air-cooled engine; coolant temperature for liquid-cooled engine.
- Manifold pressure for altitude engine; fuel gauge each tank; gear position for retractable gear.
- Anti-collision lights as applicable; ELT when required; safety belts and shoulder harnesses as required.

NIGHT VFR - ADD | § 91.205(c)
- Position lights; approved anti-collision system.
- Adequate source of electrical energy.
- Spare fuses when accessible in flight: one complete set or three of each kind.
- Electric landing light when operated for hire.
- Night definitions differ: logging night, lighting, and passenger currency use different time periods.

INOPERATIVE EQUIPMENT | § 91.213(d)
- Check MEL when applicable; type-certification basis/KOEL; equipment list; kinds-of-operation list; § 91.205 and other operating rules; ADs; and aircraft limitations.
- If not required, remove with appropriate maintenance record and weight/balance change, or deactivate and placard 'Inoperative.' A qualified person must determine deactivation creates no hazard. PIC makes the final safety determination.
- Do not treat a placard alone as compliance. Maintenance action may be required.

SPECIAL FLIGHT PERMIT
- FAA may issue when an aircraft does not currently meet airworthiness requirements but can be flown safely for an authorized purpose, such as repair or evacuation from danger.
- Contact the FSDO; comply with operating limitations.

ADs, STCs, AND FORM 337
- ADs are mandatory. STCs approve major design changes. FAA Form 337 records qualifying major repairs/alterations.
- Review maintenance records for description, approval basis, return-to-service signature, and continuing inspection requirements.

THE 'A'IRCRAFT - SYSTEMS AND LIMITATIONS

KNOW THE POH/AFM - DO NOT MEMORIZE ANOTHER AIRPLANE'S NUMBERS

AREA	WHAT THE STUDENT SHOULD KNOW
V-speeds	VS0, VS1, VR if published, VX, VY, best glide, VFE, VNO, VNE, and VA at actual weight; color arcs and other limitations.
Engine	Model, horsepower, cooling, induction, ignition, oil type/capacity/limits, rpm and temperature/pressure limitations.
Propeller	Fixed or constant speed; operating range; governor/system; overspeed and failure response.
Fuel	Total/usable/unusable, grade/color, tanks, drains, vents, pumps, selector, indications, leaning, contamination and imbalance.
Landing gear	Fixed/retractable, extension/indication, emergency extension, brakes, tire limits, steering and shimmy dampener.
Flaps/controls	Type, settings, operating speeds, trim, control locks, abnormal procedures.
Electrical	System/battery voltage, alternator rating, buses, breakers/fuses, indications, standby power, load-shedding plan.
Avionics	Database currency, CDI source, flight-plan entry, autopilot limits, failure flags, reversionary mode and backups.

ENGINE AND IGNITION
- Magnetos are engine-driven and independent of the electrical system. Treat every propeller as live; a broken P-lead can leave a magneto hot.
- Carburetor ice can form over a broad temperature/humidity range. Know symptoms and POH corrective action for fixed-pitch versus constant-speed propellers.
- Know detonation, preignition, fouled plugs, vapor lock, fuel contamination and oil-pressure/temperature abnormal procedures.

PITOT-STATIC / FLIGHT INSTRUMENTS
- Airspeed uses pitot and static pressure; altimeter and VSI use static pressure. Explain blocked pitot, blocked drain, blocked static, and alternate-static indications.
- Traditional gyros may be vacuum/electric. Glass systems use sensors and display computers. Know failure flags, standby instruments, reversion, and electrical dependencies.

PRESSURE AND DENSITY ALTITUDE
- Pressure altitude: altitude with 29.92 set; approximation = field elevation + (29.92 - setting) × 1,000.
- Density altitude: pressure altitude corrected for nonstandard temperature. High/hot/humid and low pressure reduce performance.
- Use approved POH charts; rules of thumb are cross-checks only.

OXYGEN | § 91.211
- Required crew uses oxygen for the part over 30 minutes above 12,500 through 14,000 feet MSL; continuously above 14,000.
- Above 15,000, each occupant must be provided oxygen. Use lower personal thresholds at night or when health/performance warrants.

PRESSURIZATION
- Cabin altitude is controlled by regulating compressed inflow and outflow. Know differential pressure, cabin-altitude warning, and emergency descent.
- Rapid/explosive decompression creates hypoxia, noise, fog and debris. Don oxygen immediately, establish communications, descend, and follow checklist.

ATC LIGHT SIGNALS | § 91.125
- Steady green: land / take off. Flashing green: return for landing / taxi.
- Steady red: give way and circle / stop. Flashing red: airport unsafe / taxi clear of runway.
- Flashing white: not applicable / return to starting point. Alternating red-green: extreme caution.

THE 'A'IRCRAFT - BALANCE, RIGHT-OF-WAY, AND NAVIGATION

CENTER OF GRAVITY, OPERATING RULES, AND COMPASS KNOWLEDGE

EFFECT	FORWARD CG	AFT CG
Stability/control	More stable; higher control forces; stronger nose-down tendency.	Less stable; lighter forces; poorer stall/spin recovery.
Takeoff/landing	Longer roll, harder rotation/flare; more elevator required.	Earlier/easier rotation; over-rotation or tail-strike risk.
Performance	More trim drag; reduced climb/cruise; potentially higher stall speed.	Less trim drag; potentially lower stall speed, but unsafe controllability near/behind limit.

MINIMUM SAFE ALTITUDES | § 91.119
• Anywhere: allow emergency landing without undue hazard if power fails.
• Congested: at least 1,000 feet above highest obstacle within 2,000 feet horizontally.
• Elsewhere: 500 feet above surface; over open water/sparsely populated areas, no closer than 500 feet to any person, vessel, vehicle, or structure.
• Except when necessary for takeoff or landing. Helicopter exceptions differ.

RIGHT-OF-WAY | § 91.113
• Distress has priority. Weather permitting, maintain vigilance and see-and-avoid.
• Converging same category: aircraft to the right has right-of-way. Head-on: both alter right. Overtaking: pass well clear to the right.
• Balloons generally over gliders, airships, powered parachutes/weight-shift, airplanes/rotorcraft; towing/refueling receives priority as stated in rule.
• Landing aircraft and lower aircraft generally have priority, but may not cut in or overtake.

COLLISION AVOIDANCE
• Scan in short sectors, clear blind spots, use lights appropriately, minimize heads-down time, and request flight following when useful.
• ATC traffic advisories are workload-permitting and do not remove PIC see-and-avoid responsibility in VMC.
• Clear every turn, climb, descent, runway crossing, and practice maneuver area.

COURSE AND HEADING
• True course + wind correction = true heading. Apply variation = magnetic heading. Apply deviation = compass heading.
• Magnetic course is true course corrected for variation and controls § 91.159 VFR cruising altitude.
• Pilotage uses visual checkpoints; dead reckoning uses time, speed, distance, and direction; electronic navigation must be cross-checked.

COMPASS ERRORS
• Variation: true vs magnetic north. Deviation: aircraft magnetic interference shown on compass card. Also dip and oscillation.
• Northern Hemisphere: UNOS - undershoot north, overshoot south. ANDS on east/west headings - accelerate indicates north, decelerate indicates south.

AIRSPEEDS AND ALTITUDES
• IAS; CAS corrected for instrument/position error; TAS corrected for pressure/temperature; groundspeed corrected for wind; Mach is TAS/local speed of sound.
• Indicated, true MSL, absolute AGL, pressure, and density altitude. In colder-than-standard air, true altitude is lower than indicated.

THE 'A'IRCRAFT - AERODYNAMICS AND OPERATIONS

STALLS, SPINS, DRAG, LOAD FACTOR, WAKE, AND RUNWAY SAFETY

FORCES / STALLS
• Lift is perpendicular to relative wind; drag is parallel and opposite; thrust forward; weight toward Earth's center.
• A stall occurs at critical angle of attack regardless of airspeed, attitude, or power. Load factor increases stall speed.
• Critical risks: base-to-final overshoot, steep/skidding turn, departure climb, go-around, distraction and gusts.

SPINS - PARE AND REAP
• Spin: aggravated stall with autorotation; one wing is more deeply stalled.
• Cessna/common PARE: Power idle, Ailerons neutral, Rudder full opposite rotation, Elevator forward to break the stall.
• Piper Archer REAP (apply simultaneously): Rudder full opposite the direction of spin, Elevator briskly forward, Ailerons neutral, Power idle.
• The exact aircraft POH/AFM procedure always controls; neutralize the rudder after rotation stops and recover without exceeding limitations.
• Prevention: coordinated flight, proper airspeed, low-altitude bank discipline, early go-around.

DRAG AND GROUND EFFECT
• Induced drag rises with angle of attack and falls with speed; parasite drag rises with speed and includes form, skin-friction, and interference drag.
• Ground effect reduces induced drag. Premature liftoff can lead to settling/stall; landing may float if excess speed is carried.

LOAD FACTOR / MANEUVERING SPEED
• Load factor is total aerodynamic load divided by weight. It rises in turns and abrupt maneuvers; stall speed rises with square root of load factor.
• VA decreases as weight decreases. It does not protect from multiple/combined full inputs, negative loading, or severe gusts.

LEFT-TURNING TENDENCIES
• Torque, P-factor, spiraling slipstream, and gyroscopic precession vary with power, airspeed, angle of attack, and design.
• Use coordinated rudder; keep directional control during high-power, low-speed operations and go-arounds.

WAKE TURBULENCE
• Strongest behind heavy, clean, slow aircraft. Vortices sink and drift.
• Land at/above path and beyond touchdown; depart before liftoff point and above path; adjust upwind and delay when uncertain.

STABILIZED APPROACH
• Correct path, configuration, power, airspeed, descent rate and checklist by the defined gate. If unstable, go around.
• Aiming point is where the flight path would meet the surface without flare.

LAHSO / RUNWAY INCURSION
• LAHSO is voluntary; accept only with adequate available landing distance, conditions and proficiency. Say 'unable' when needed; go around for safety.
• Use airport diagram, hold-short readbacks, sterile cockpit and runway verification to prevent incursions.

VFR CRUISING ALTITUDE | § 91.159
• Above 3,000 feet AGL: magnetic course 0°-179° uses odd thousands +500; 180°-359° uses even thousands +500, except holding or as authorized.

HYDROPLANING
• Dynamic: tire rides on water film. Reverted-rubber: locked tire heats water to steam. Viscous: thin film on a smooth surface. Avoid excess speed and hard braking; follow POH technique.

THE EN'V'IRONMENT - PREFLIGHT PLANNING

§ 91.103 - NWKRAFT

ITEM	WHAT TO REVIEW
NOTAMs	Airport/runway/taxiway, NAVAID/GNSS, TFR/FDC, special-use activity, lighting, services and hazards. Use current FAA categories/system.
Weather	Current and forecast weather, trends, hazards, route, destination, alternates, escape options and personal minimums.
Known delays	ATC flow restrictions, ground stops, expected reroutes and airport congestion.
Runways	Lengths, widths, slopes, surface/condition, lighting, obstacles, displaced thresholds and declared distances.
Alternatives	Where and when to divert; fuel/time trigger; weather/terrain suitability and services.
Fuel	VFR airplane: destination plus 30 minutes day or 45 minutes night at normal cruise (§ 91.151). Plan a larger personal reserve.
Takeoff/landing	POH/AFM performance for actual pressure altitude, temperature, weight, wind, surface/slope and obstacles; add safety margin.

NOTAMS - CURRENT APPROACH

- Review the complete briefing rather than relying on older MDFGPS memory categories. Decode location, effective time, altitude, coordinates and operational effect.
- TFRs can change rapidly. Check before departure and again before entering affected airspace.
- A chart may not show whether special-use airspace is active; contact controlling agency/Flight Service as appropriate.

WEATHER-BRIEFING STANDARD

- Review all available pertinent information for the exact route and time. Understand source, age, issue time and valid time.
- Use multiple products to build the picture; a single app layer is not a complete briefing.
- Flight Service: 1-800-WX-BRIEF. AviationWeather.gov provides official weather products. Preserve briefing evidence when practical.

PERFORMANCE RISK

- High density altitude, high weight, tailwind, upslope, soft/contaminated runway and obstacles increase takeoff risk.
- Wet/icy surface, tailwind, excess approach speed and delayed touchdown increase landing risk.
- Regulatory fuel reserve is an emergency floor, not a planning target.

EXTERNAL CONDITIONS

- Night, terrain, water, remote areas, unfamiliar airports, survival gear, smoke, birds/wildlife and runway contamination change the acceptable margin.
- Set go/no-go and diversion triggers before departure.

THE EN'V'IRONMENT - WEATHER

CURRENT PRODUCTS, THEORY, AND HAZARDS

OBSERVATIONS

- METAR/SPECI: station, time, wind/gusts, visibility, weather, sky, temperature/dew point, altimeter, remarks.
- ATIS: recorded terminal weather/runway/approach/notices, identified by phonetic code. ASOS/AWOS: automated observations with varying capability.
- PIREP: actual pilot-observed weather. Report unexpected ceilings/visibility, icing, turbulence, wind shear, volcanic ash and hazards.

FORECASTS / ADVISORIES

- TAF: terminal forecast. Winds/temperatures aloft: selected altitudes.
- GFA: continuously updated graphical forecasts; replaced legacy textual Area Forecast and several old charts.
- G-AIRMET: widespread moderate hazards/IFR/mountain obscuration. SIGMET: significant non-convective hazards. Convective SIGMET: convective hazards significant to all aircraft.
- Use radar, satellite, surface analysis, prog charts, outlooks and advisories with issue/valid times.

STABLE VS. UNSTABLE

- Stable: smooth, stratiform clouds, steady precipitation, haze and reduced visibility.
- Unstable: turbulence, cumuliform clouds, showers, better visibility outside precipitation and possible thunderstorms.
- Fronts: cold, warm, stationary and occluded boundaries can concentrate wind, clouds, precipitation and hazards.

FOG

- Radiation: nighttime surface cooling. Advection: moist air over colder surface. Upslope: moist air forced uphill.
- Steam: cold air over warmer water. Precipitation-induced: evaporation moistens/cools air. Fog forms when temperature/dew point converge and condensation occurs.

THUNDERSTORMS

- Need moisture, instability and lift. Stages: cumulus, mature and dissipating.
- Hazards: severe turbulence, hail, lightning, icing, heavy rain, tornadoes, gust fronts, wind shear and microbursts.
- Avoid cells widely; at least 20 NM when conditions warrant. Never fly under an anvil or rely on cockpit radar as real-time tactical clearance.

ICING

- Structural ice needs visible moisture and a surface at/below freezing. Rime is rough/opaque; clear is smooth/heavy; mixed combines features.
- Frost is unacceptable. Ice raises drag/stall speed and reduces lift, propeller efficiency and control.
- Induction icing includes carburetor ice/inlet blockage. Follow POH and exit icing immediately in a non-approved aircraft.

WIND SHEAR / MICROBURST

- Rapid headwind-downdraft-tailwind change can exceed aircraft performance near the ground. Avoid or delay; follow approved escape guidance if encountered.

TURBULENCE / MOUNTAIN WAVE

- Mechanical, convective, frontal and mountain-wave turbulence can cause loss of control or structural loads. Slow per POH, avoid abrupt inputs and accept altitude variation as needed.

THE EN'V'IRONMENT - AIRSPACE AND VFR MINIMUMS

14 CFR §§ 91.126-91.131, 91.155, 91.157

AIRSPACE	VFR WEATHER MINIMUMS / ENTRY BASICS
Class A	IFR only. 18,000 feet MSL through FL600 in the contiguous U.S./Alaska and associated areas as defined; ATC clearance and IFR qualification/equipment.
Class B	3 SM, clear of clouds. Explicit ATC clearance required. Pilot/certificate and student-endorsement rules apply. Mode C transponder and ADS-B Out generally required in/above applicable veil/airspace.
Class C	3 SM; 500 below, 1,000 above, 2,000 horizontal. Establish two-way radio before entry. Transponder/altitude reporting and ADS-B Out where required.
Class D	3 SM; 500 below, 1,000 above, 2,000 horizontal. Establish two-way radio before entry. Tower hours affect airspace status.
Class E <10,000 MSL	3 SM; 500 below, 1,000 above, 2,000 horizontal. Begins at surface, 700 AGL, 1,200 AGL or another charted altitude.
Class E ≥10,000 MSL	5 SM; 1,000 below, 1,000 above, 1 SM horizontal.
Class G ≤1,200 AGL	Day: 1 SM, clear of clouds. Night: generally 3 SM and 500/1,000/2,000, with limited pattern exception under § 91.155(b)(2).
Class G >1,200 AGL, <10,000 MSL	Day: 1 SM and 500/1,000/2,000. Night: 3 SM and 500/1,000/2,000.
Class G >1,200 AGL, ≥10,000 MSL	5 SM; 1,000 below, 1,000 above, 1 SM horizontal.

SPECIAL VFR | § 91.157
• ATC clearance; clear of clouds; at least 1 SM flight visibility for airplanes.
• Generally sunrise-to-sunset unless pilot is instrument qualified/current and aircraft IFR-equipped.
• Not available at certain listed airports. ATC workload/traffic may prevent clearance.

VFR / MVFR / IFR CATEGORIES
• These are weather-reporting/flight-planning categories, not legal VFR minima: VFR >3,000 ceiling and >5 SM; MVFR 1,000-3,000 and/or 3-5 SM; IFR 500 to <1,000 and/or 1 to <3 SM; LIFR <500 and/or <1 SM.
• The most restrictive ceiling or visibility controls the displayed category.

SPEED | § 91.117
• Generally no more than 250 KIAS below 10,000 feet MSL. No more than 200 KIAS at/below 2,500 AGL within 4 NM of Class C/D primary airport and in airspace underlying Class B/VFR corridors unless exception applies.

COMMUNICATIONS
• Two-way radio is established when ATC responds using the aircraft call sign. 'Aircraft calling, standby' does not establish communication. Class B still requires explicit clearance.

THE EN'V'IRONMENT - SPECIAL USE AND OTHER AIRSPACE

CHARTS, NOTAMS, AND OPERATIONAL RESTRICTIONS

TYPE	PURPOSE / VFR OPERATION
Prohibited	Flight prohibited for security or national-welfare reasons unless authorized by controlling agency.
Restricted	Unusual, often invisible hazards such as artillery or missiles. Penetration requires authorization when active; check times/controlling agency.
Warning	Hazardous activity over domestic/international waters; warning only, not a prohibition. Use caution and activity information.
MOA	Separates certain military training from IFR traffic. VFR may enter but should exercise extreme caution; obtain activity status and advisories.
Alert	High volume of training or unusual aerial activity. All pilots share collision-avoidance responsibility.
CFA	Activities stop when a spotter/radar detects approaching aircraft; not depicted on aeronautical charts.
NSA	Requested avoidance for national security; may become temporarily prohibited under regulation/NOTAM.

TFR
• Protects disaster relief, public figures, space operations, major events, wildfire operations and other hazards/security needs.
• Dimensions, times, exceptions and controlling agencies vary. Check immediately before flight and monitor changes.

SFRA / FRZ
• Special Flight Rules Areas impose procedures beyond normal airspace rules. Washington DC SFRA/FRZ require specific training, flight plans, communication, transponder codes and authorizations.
• Read the governing rule, chart and NOTAM; do not rely on memory.

TRSA
• Radar-service area surrounding one or more airports. Participation is voluntary for VFR, but pilots are encouraged to participate; underlying Class D/C/B rules still apply.

PARACHUTE / GLIDER / AEROBATIC
• Review chart symbols, Chart Supplement, NOTAMs and common frequencies. Remain vigilant near jump zones, glider sites, aerobatic boxes and training areas.

MILITARY TRAINING ROUTES
• IR routes are IFR; VR routes are VFR. Four digits generally indicate no segment above 1,500 AGL; three digits may include segments above 1,500 AGL. High-speed traffic may be difficult to see.

WILDLIFE / PARK AREAS
• FAA requests at least 2,000 feet AGL over charted wildlife refuges, parks and similar areas when practicable. Some areas have binding restrictions; check charts and notices.

MODE C / ADS-B
• Know §§ 91.215 and 91.225: Class A/B/C, Mode C veil and above Class B/C requirements, plus altitude/airspace exceptions. Equipment failure authorization procedures are time-sensitive.

AIRPORT AIRSPACE
• Class C and D shapes/ceilings vary from standard dimensions. Surface areas may revert when tower closes. Use the chart, Chart Supplement, NOTAMs and ATC/FSS.

THE 'E'XTERNAL PRESSURES - ADM AND EMERGENCIES

MANAGE RISK BEFORE PRESSURE MAKES THE DECISION

ATTITUDE	THOUGHT	ANTIDOTE
Anti-authority	Don't tell me.	Follow the rules; they are usually right.
Impulsivity	Do it quickly.	Not so fast - think first.
Invulnerability	It won't happen to me.	It could happen to me.
Macho	I can do it.	Taking chances is foolish.
Resignation	What's the use?	I am not helpless; I can make a difference.

DECIDE / 5P / SRM
• DECIDE: Detect, Estimate, Choose, Identify, Do, Evaluate.
• 5P: Plan, Plane, Pilot, Passengers, Programming.
• SRM uses passengers, ATC, Flight Service, avionics, automation, checklists, time, fuel and outside help.
• Set personal minimums and diversion triggers before pressure builds.

LOST PROCEDURES
• Climb when safe, communicate, confess the problem, comply with assistance, and conserve fuel.
• Cross-check GNSS, VORs, landmarks, terrain, time, heading and fuel.
• Emergency frequency 121.5. Squawk 7500 unlawful interference, 7600 radio failure, 7700 emergency.

ENGINE FAILURE / ABCDE
• Airspeed/best glide; Best landing area; Checklist as time allows; Declare early; Execute landing/secure airplane per POH.
• Maintain control first. Do not spend landing energy troubleshooting. Protect occupants and avoid steep/skidding low-altitude maneuvering.

RADIO PHRASEOLOGY
• Affirmative = yes; negative = no; roger = last transmission received; wilco = received, understood, will comply; unable = cannot safely perform.
• Flight following request: call sign, aircraft type/equipment as needed, position, altitude, destination and request.
• ATC assistance does not transfer PIC authority. Ask for clarification and say unable when necessary.

STERILE COCKPIT / CHECKLISTS
• Avoid nonessential activity during taxi, takeoff, climb, approach, landing and other high-workload phases.
• Checklist verifies configuration in a logical sequence and protects against memory failure. Use flows only when backed by checklist verification.

CFIT AND AUTOMATION
• CFIT is controlled flight into terrain/obstacle caused by lost situational awareness. Use terrain clearance, briefed altitudes, chart/GPS cross-check and go-around/diversion.
• Know automation mode, target and next action. Disconnect when it increases workload or behaves unexpectedly.

NTSB REPORTING | 49 CFR PART 830
• Immediately notify NTSB of an accident and listed serious incidents (§ 830.5); preserve wreckage/records (§ 830.10).
• Written report generally within 10 days after an accident, after 7 days for a missing overdue aircraft, and when requested for an incident (§ 830.15). Verify the current rule.

CATEGORY AND CLASS
• Airman: category airplane/rotorcraft/glider/etc.; airplane class ASEL, AMEL, ASES, AMES.
• Aircraft certification categories such as normal, utility, acrobatic, commuter, transport and restricted describe certification basis, not pilot category/class.

PPL REGULATIONS TO KNOW

PART 61 AND PART 91 - ONE-PAGE QUICK REFERENCE

PART 61	PLAIN-ENGLISH DESCRIPTION
§ 61.3	Pilot certificates, photo ID, and medical documents.
§ 61.23	Medical requirements, duration, and BasicMed route.
§ 61.31	Type ratings and complex, high-performance, pressurized, tailwheel training.
§ 61.53	Do not fly with a disqualifying medical deficiency or medication effect.
§ 61.56	Flight review within preceding 24 calendar months.
§ 61.57	Passenger and instrument recent-experience requirements.
§ 61.60	Report specified motor-vehicle alcohol/drug actions within 60 days.
§ 61.87	Student solo knowledge, training, proficiency, and endorsements.
§ 61.89	Student pilot privileges and limitations.
§ 61.93	Student solo cross-country requirements and endorsements.
§ 61.95	Student operations in Class B airspace and listed airports.
§ 61.103	Private pilot eligibility requirements.
§ 61.105	Private pilot aeronautical knowledge areas.
§ 61.107	Required areas of flight proficiency and training.
§ 61.109	Aeronautical experience; paragraph (a) is airplane single-engine.
§ 61.113	Private privileges, limitations, expense sharing, and BasicMed limits.

PART 91	PLAIN-ENGLISH DESCRIPTION
§ 91.3	PIC responsibility, final authority, and emergency deviation.
§ 91.7	Airworthiness and discontinuing flight for unairworthy conditions.
§ 91.9	AFM/POH limitations, markings, placards, and manual availability.
§ 91.13	No careless or reckless operation.
§ 91.17	Alcohol and drug limitations for crewmembers.
§ 91.103	Required preflight action and information.
§ 91.107	Seat belts, shoulder harnesses, and passenger briefing.
§ 91.113	Right-of-way and see-and-avoid responsibilities.
§ 91.117	Aircraft speed limitations.
§ 91.119	Minimum safe altitudes.
§§ 91.126-.131	Operating rules for Class G, E, D, C, and B.
§ 91.151	VFR fuel requirements for airplanes.
§ 91.155	Basic VFR weather minimums.
§ 91.157	Special VFR minima and ATC clearance.
§ 91.159	VFR cruising altitudes above 3,000 feet AGL.
§ 91.203	Required airworthiness and registration certificates.
§ 91.205	Required instruments and equipment.
§ 91.207	ELT applicability, inspection, battery, and testing.
§ 91.209	Aircraft light requirements.
§ 91.211	Supplemental oxygen requirements.
§ 91.213	Inoperative instruments and equipment.
§ 91.215	Transponder and altitude-reporting requirements.
§ 91.225	ADS-B Out equipment and airspace requirements.
§ 91.409	Annual and 100-hour inspections.

OTHER USEFUL REFERENCES

• Part 61: §§ 61.51 logging time, 61.69 glider towing, 61.101 recreational privileges, 61.117 private SIC limits. Part 91: §§ 91.203-91.225 aircraft documents/equipment and §§ 91.401-91.419 maintenance records/inspections.
• Know where to find and verify the current rule; the description above is a memory aid, not the full legal text.

CHECKRIDE REVIEW AND SOURCES

USE THIS GUIDE TO FIND THE ANSWER - THEN VERIFY THE PRIMARY SOURCE

PRIVATE PILOT AIRPLANE ACS FLOW

AREA OF OPERATION	CORE STUDY TOPICS
I. Preflight preparation	Qualifications, airworthiness, weather, cross-country planning, NAS, performance/limitations, systems, human factors.
II. Preflight procedures	Preflight assessment, cockpit management, engine starting, taxiing, pre-takeoff check.
III. Airport operations	Communications/light signals, traffic patterns, markings/lighting, runway incursion avoidance.
IV. Takeoffs/landings/go-arounds	Normal/crosswind, short-field, soft-field, slips and go-around.
V-VIII. Maneuvers/navigation	Performance/reference maneuvers, slow flight/stalls, basic instruments, pilotage/dead reckoning/diversion/lost.
IX-XII. Emergency/night/postflight	Emergency operations, multiengine if applicable, night operations and postflight procedures.

STRONG ORAL ANSWER

- State the rule or concept in plain language.
- Give the controlling regulation or FAA source.
- Apply it to the scenario, airplane, weather and mission.
- Identify what must be verified in POH/AFM, chart, records or current publication.
- Make a safe decision. 'I would stop and verify that before flight' is better than guessing.

PRIMARY SOURCES

- 14 CFR Parts 1, 43, 61, 67, 91 and 49 CFR Part 830 - eCFR.gov.
- Private Pilot Airplane ACS FAA-S-ACS-6C and ACS Companion Guide.
- AIM current edition; PHAK; Airplane Flying Handbook; Aviation Weather Handbook FAA-H-8083-28B (2026).
- FAA BasicMed page; charts, Chart Supplement and NOTAMs; aircraft AFM/POH, supplements, placards and maintenance records.

WHAT WAS CORRECTED FROM THE 2017 GUIDE

- BasicMed increased to 7 occupants, 6 passengers and 12,500 lb; registration duration updated; old weather products replaced with current GFA-based material; wrong citations such as VFR minima under '91.5' corrected to § 91.155; oxygen, inspections, equipment, airspace, inoperative-equipment and emergency language cleaned up.
- PA-28-specific numbers were not carried into a general PPL guide. Students should use the assigned airplane's current POH/AFM.

FINAL REMINDER

- Regulations, FAA guidance, charts, databases and aircraft limitations change. This guide is a compact study aid, not a substitute for current primary sources, an instructor, medical advice or approved aircraft information.
- FlightLevelDreams | By Enrique Gonzalez, CFI | Independent flight instruction

PHAK Chapter 2 - Aeronautical Decision Making

1. PAVE risk mitigation (2-8)

- Pilot
- Aircraft
- Environment
- External Pressures

2. The 5 Ps check (2-13)

- The Plan
- The Plane
- The Pilot
- The Passengers
- The Programming

3. CARE checklist: Review Hazards and Evaluate Risk (2-16)

- Consequences
- Alternatives
- Reality
- External Factors

4. TEAM Checklist: Choose and Implement Risk (2-16)

- Transfer
- Eliminate
- Accept
- Mitigate

5. DECIDE model (2-19)

- Detect
- Estimate
- Choose
- Identify
- Do
- Evaluate

6. Safety brief (2-25)

- Seat belts
- Air vents
- Fire extinguisher
- Exit doors
- Traffic
- Your questions

7. IMSAFE

- Illness
- Medication
- Stress
- Alcohol
- Fatigue
- Eating/Emotion

8. 3P Model (2-15)

- **Perceive** the given set of circumstances for a flight
- **Process** by evaluating their impact on flight safety
- **Perform** by implementing the best course of action

PHAK Chapters 7 & 8 - Aircraft Systems and Flight Instruments

1. LHAND - Engine of a PA-28-181

- Lycoming
- Horizontally opposed
- Air cooled
- Naturally aspirated
- Directly driven

2. Components of the Avidyne Entegra

- PFD/MFD
- AHRS
- Dual IFD 440
- Magnetometer
- ADC
- OAT

3. AHRS (8-20)

- Attitude
- Heading
- Reference (rate of turn)
- Systems (slip/skid)

4. ADC (8-14)

- Air
- Data
- Computer

5. VDMONA - Compass errors (8-24)

- Variation
- Deviation
- Magnetic dip
- Oscillation
- North seeking
- Acceleration/Deceleration

6. UNOS

- Undershoot north
- Overshoot south

7. ANDS

- Accelerate north
- Decelerate south

8. OAT (8-28)

- Outside
- Air
- Temperature gauge

PHAK Chapter 9 - Flight Manuals and Other Documents

1. SPARROWED - Aircraft documents (91.9)

- Supplements
- Placards
- Airworthiness
- Registration
- Radio license
- POH
- Weight and Balance
- External data plate
- Compass deviation card

2. AV1ATES - Required inspections (91.400s)

- Annual (12 calendar months)
- VOR (30 days)
- 100 hour if for hire
- Altimeter/Static encoder (24 calendar months)
- Transponder (24 calendar months)
- ELT (121.5 inspections every 12 months; replace after 1 hour of use or 50% of battery life)
- STC/337

3. ATOMATO FLAMES - Required day VFR (91.205 B)

- Altimeter
- Tachometer
- Oil pressure gauge
- Manifold pressure gauge
- Airspeed indicator
- Temperature gauge
- Oil temperature gauge
- Fuel gauge
- Landing gear indicator
- Anti-collision lights
- Magnetic direction indicator
- ELT
- Seat belts

4. GLENPWAS - POH table of contents Archer III PA-28-181 POH - Page 14

- General
- Limitations
- Emergency procedures
- Normal procedures
- Performance
- Weight and Balance
- Airplane handling
- Supplements

5. FLAPS - Required equipment night VFR (91.205 C)

- Fuses
- Landing light if for hire
- Anti-collision lights
- Position lights
- Source of power

PHAK Chapters 14, 15 & 17 - Airport Ops, Airspace, and Aeromedical Factors

1. NWKRAFT (91.103)

PHAK Chapter 14 - Airport operations

- NOTAMs
- Weather
- Known ATC delays
- Runway length
- Alternate
- Fuel
- Takeoff and landing distances

2. MCPRAWNTTS - Special use airspace (AIM 3-4)

PHAK Chapter 15 - Airspace

- MOA (Military operations area)
- Controlled firing area
- Prohibited area
- Restricted area
- Alert area
- Warning area
- National security area
- TFR (temporary flight restriction)
- TRSA (terminal radar service area)
- SFRA (special flight rules area)

3. VANSS TFRs (AIM 3-5-3)

- VIP
- Airshow
- National Security
- Sports
- Space

4. ICEFLAGS - Illusions (PHAK 17-6)

PHAK Chapter 17 - Aeromedical factors

- Inversion
- Coriolis
- Elevator
- False horizon
- Leans
- Autokinesis
- Graveyard spiral
- Somatogravic

5. GARRF - Optical illusions (PHAK 17-10)

- Ground lighting illusions
- Atmospheric conditions
- Runway width
- Runway slope
- Featureless terrain

6. ABCDE - Emergency operations

- Airspeed
- Best place to land
- Checklist
- Declare
- Execute

7. PSCRIPT - Private Pilot Privileges and Limitations (61.113)

- Pro rata share
- Sales (200 hours)
- Charity
- Search and Rescue
- Incidentals to business
- Production pilot (test pilot)
- Tow gliders (100 hours PIC tow gliders)

AIRSPACE CLASS MATRIX

What to expect before entering each class

CLASS	TYPICAL LIMITS / SHAPE	VFR ENTRY	EQUIPMENT / STUDENT NOTE	BASIC VFR WEATHER
A	18,000 MSL through FL 600.	IFR only. ATC clearance required.	IFR equipped. Mode C transponder and ADS-B Out.	VFR not applicable.
B	Surface to generally 10,000 MSL. Individually tailored with shelves.	Hear: **"Cleared into Class Bravo."**	Two-way radio, Mode C transponder, ADS-B Out. Student solo requires specific training and a 90-day endorsement under 61.95; some airports prohibit student solo.	3 SM and clear of clouds.
C	Typical 5 NM radius surface core and a 10 NM radius shelf from 1,200 to 4,000 AAE.	Establish two-way radio communication before entry. ATC must acknowledge your call sign.	Two-way radio, Mode C transponder, ADS-B Out.	3 SM, 500 below, 1,000 above, 2,000 horizontal.
D	Surface to generally 2,500 AAE. Individually tailored; may be part-time.	Establish two-way radio communication before entry. ATC must acknowledge your call sign.	Two-way radio. No transponder or ADS-B rule solely because it is Class D; another rule may still require it.	3 SM, 500 below, 1,000 above, 2,000 horizontal.
E	Controlled airspace not A, B, C, or D. May begin at the surface, 700 AGL, 1,200 AGL, or another charted altitude.	No ATC clearance or contact solely to enter VFR. Towered-airport and other operating rules still apply.	No equipment solely because it is Class E. Transponder and ADS-B rules may apply by altitude or location.	Below 10,000 MSL: 3-152. At or above 10,000 MSL: 5-111.
G	From the surface to the base of overlying Class E.	No ATC clearance or contact solely to enter VFR.	No equipment solely because it is Class G. Other operating and equipment rules still apply.	Varies by altitude and day/night. See page 2.

AAE = above airport elevation | MSL = mean sea level | AGL = above ground level

Confirm actual boundaries on the current chart.

By Enrique Gonzalez, CFI | Independent Flight Instructor | Instagram: Flight Level Dreams

14 CFR 61.95, 91.129-91.131, 91.135, 91.155, 91.215, and 91.225

VFR WEATHER MINIMUMS

CORE MEMORY PATTERNS

SM = statute miles

B — CLASS B
3 SM — CLEAR OF CLOUDS

C — CLASS C / D / E BELOW 10,000 MSL
3 SM — 500 BELOW | 1,000 ABOVE | 2,000 HORIZONTAL

E — CLASS E AT OR ABOVE 10,000 MSL
5 SM — 1,000 BELOW | 1,000 ABOVE | 1 SM HORIZONTAL

CLASS G - AIRPLANES

G — 1,200 AGL OR LESS - DAY
1 SM — CLEAR OF CLOUDS

G — 1,200 AGL OR LESS - NIGHT
3 SM — 500 BELOW | 1,000 ABOVE | 2,000 HORIZONTAL

G — MORE THAN 1,200 AGL, BELOW 10,000 MSL
DAY 1 SM | NIGHT 3 SM — 500 BELOW | 1,000 ABOVE | 2,000 HORIZONTAL

G — MORE THAN 1,200 AGL, AT/ABOVE 10,000 MSL
5 SM — 1,000 BELOW | 1,000 ABOVE | 1 SM HORIZONTAL

FAA PHAK QUICK REFERENCE

Basic VFR Weather Minimums

Airspace			Flight Visibility	Distance from Clouds
Class A			Not applicable	Not applicable
Class B			3 statute miles	Clear of clouds
Class C			3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class D			3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class E	At or above 10,000 feet MSL		5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal
	Less than 10,000 feet MSL		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class G	1,200 feet or less above the surface (regardless of MSL altitude).	Day, except as provided in section 91.155(b)	1 statute mile	Clear of clouds
		Night, except as provided in section 91.155(b)	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface but less than 10,000 feet MSL.	Day	1 statute mile	1,000 feet above 500 feet below 2,000 feet horizontal
		Night	3 statute miles	1,000 feet above 500 feet below

FAA-H-8083-25C, Figure 15-8.

SPECIAL VFR - 91.157

Below 10,000 MSL in surface-based controlled airspace: **ATC clearance, 1 SM, clear of clouds.** For airplanes at night, the pilot must be instrument rated and the aircraft equipped for IFR. Some Class B primary airports prohibit SVFR.

Night Class G exception for airplanes: 1 SM, clear of clouds, in the traffic pattern within 1/2 mile of the runway. See 91.155(b).

PHAK AIRSPACE VISUAL

FAA PHAK VISUAL

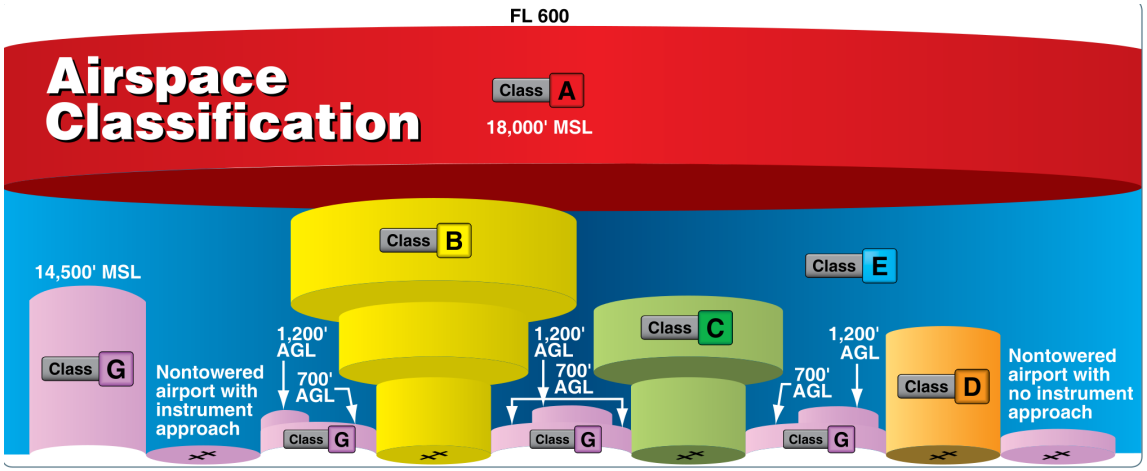


Figure 15-1. *Airspace profile.*

LOOK FOR FIVE THINGS

1. Floor and ceiling | 2. Lateral boundary | 3. Entry requirement
4. Required equipment | 5. VFR weather minimums

FAST MEMORY LINE B = clearance | C and D = communication | E and G = no VFR entry call

CONTROLLED VS. UNCONTROLLED

Controlled: Classes A, B, C, D, and E. ATC services depend on the class and operation.
Uncontrolled: Class G. This does not mean unregulated.

ALTITUDE ANCHORS

18,000 MSL: Class A begins
FL600: included in Class A; Class E above
14,500 MSL: Class E generally begins when not designated lower
700 / 1,200 AGL: common Class E floors

CALL SIGN RULE

For Class C or D, two-way communication is established when ATC responds using your aircraft call sign. If ATC says "Aircraft calling, standby," two-way radio communication has not been established and you may not enter.

CHECK BEFORE FLIGHT

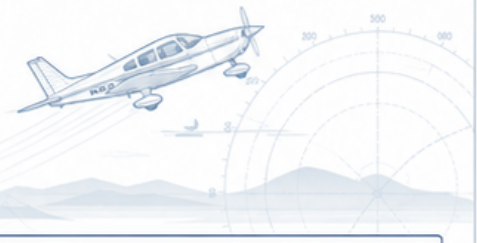
Use the current sectional, NOTAMs, TFRs, frequencies, and weather. This sheet is a study aid, not a substitute for current FAA sources.

By Enrique Gonzalez, CFI | Independent Flight Instructor | Instagram: Flight Level Dreams

PRIVATE PILOT TRAINING AUDIT

Part 61 | Airplane Single-Engine Land

Flight Level Dreams | By Enrique Gonzalez, CFI



1. STUDENT INFORMATION

Student Name: _____ Date: _____

Instructor: _____ Aircraft Make/Model: PA-28-181 Archer

FTN / IACRA: _____ DPE: _____

Checkride Date Target: _____

2. ELIGIBILITY & DOCUMENTS

- ☐ Photo ID available
- ☐ Student pilot certificate
- ☐ Medical / BasicMed as applicable
- ☐ FAA knowledge test passed
- ☐ Knowledge test report on file
- ☐ Logbook available
- ☐ IACRA started
- ☐ English proficiency confirmed
- ☐ Applicant meets age requirement

3. AERONAUTICAL EXPERIENCE AUDIT | 14 CFR 61.109(a)

Requirement	Required	Actual	Complete
Total Time	40.0	_____	☐
Dual Instruction	20.0	_____	☐
Solo Time	10.0	_____	☐
Dual Cross-Country	3.0	_____	☐
Night Training	3.0	_____	☐
Instrument Training	3.0	_____	☐
Checkride Prep (preceding 2 calendar months)	3.0	_____	☐
Solo Cross-Country	5.0	_____	☐
Solo XC 150 NM w/ 3 points	Req.	_____	☐
Solo Towered Full-Stop Landings (3)	Req.	_____	☐
Night XC over 100 NM total distance	Req.	_____	☐
Night Full-Stop Landings (10)	Req.	_____	☐

4. ENDORSEMENTS & TRAINING RECORDS

- ☐ Pre-solo knowledge test completed and reviewed
- ☐ 61.87(b) knowledge areas covered
- ☐ 61.87(c) pre-solo flight training completed
- ☐ 61.87(n) solo endorsement current as applicable
- ☐ 61.93 solo cross-country endorsements complete
- ☐ 61.39 practical test endorsement ready
- ☐ Training required by 61.107 completed
- ☐ Aeronautical experience required by 61.109 met
- ☐ Knowledge test deficiencies reviewed

5. ACS / READINESS REVIEW

- ☐ Oral knowledge ready ____
- ☐ Preflight / airworthiness ____
- ☐ Airport operations / comms ____
- ☐ Takeoffs and landings ____
- ☐ Navigation / cross-country ____
- ☐ Slow flight / stalls ____
- ☐ Emergency operations ____
- ☐ Basic instrument skills ____
- ☐ Night operations ____
- ☐ ADM / risk management ____
- ☐ Checklist discipline ____

Scale: 1 = Needs work 2 = Developing 3 = Proficient 4 = Ready

6. DEFICIENCIES / ACTION ITEMS

_____

_____

_____

_____

7. FINAL AUDIT DECISION

- ☐ Additional training required
- ☐ Ready for mock checkride
- ☐ Ready for practical test signoff

Instructor Signature: _____ Date: _____

Student Signature: _____

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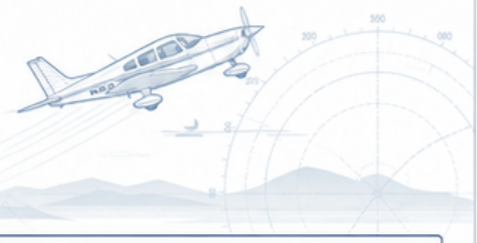
Part 61 | Airplane Single-Engine Land

Flight Level Dreams | By Enrique Gonzalez, CFI



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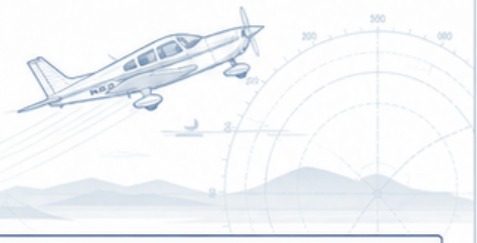

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