

UNIVERSITY OF OKLAHOMA COMMERCIAL PILOT (4552)
FLIGHT TRAINING SYLLABUS 2025-AUG-15

PREREQUISITES FOR ENROLLMENT IN THE FLIGHT PORTION OF THE COMMERCIAL PILOT COURSE: You must hold a private pilot certificate with an airplane category and single engine land rating and a medical certificate valid for at least third class privileges prior to enrolling in the flight portion of this course. You must also have an instrument airplane rating, or be concurrently enrolled in the University of Oklahoma Instrument Rating Course and earn your instrument airplane rating prior to completing this course

COURSE OBJECTIVE: You will obtain the knowledge, skill and aeronautical experience to meet the requirements of 14 CFR, Section 141, Appendix D to earn a commercial pilot certificate with airplane single engine land rating.

COURSE POLICY: At the discretion of the instructor, students who progress rapidly within a specific stage, may within reasonable variances, continue to the next lesson with less time than is specified in the specific lesson curriculum, provided all content and completion standards are satisfactorily completed. Stage V, lessons one and two each must be a minimum of three hours duration. For the rest of the lessons, the time stated in the lesson is the approximate minimum time that a student would need to meet the lesson objectives and completion standards; not absolute required times. The lesson time could be slightly more or slightly less. These reduced hours must be included in other lessons to complete the total ground or flight time specified by category in the training course outline in order to satisfactorily complete the course.

At no time will a student be allowed to continue to the next stage without having successfully completed all of the lessons and the required tests or stage checks related to the completion of the previous stage. Flight training for this course will be done in accordance with the F.A.A approved syllabus. Deviations from the syllabus due to student training requirements, weather related factors, or other items as necessary will be allowed as long as the following requirements are met:

- The deviation is approved by the Chief/Asst Chief Flight Instructor.
- A notation will be made in the student's training record as to the lesson covered and the reason for the deviation.
- The student will complete all syllabus requirements before a graduation certificate is issued.

To satisfactorily complete the course of training, the student must meet all course objectives and completion standards. The student must complete the required ground training and pass the FAA Commercial Pilot Airplane Knowledge test prior to the completion of flight training.

EXPECTED ACCOMPLISHMENTS & STANDARDS: To satisfactorily complete each Flight stage you must complete the lessons in that stage and pass the end of course stage check. Each lesson lists specific objectives and standards of completion.

CHECKS & TESTS: The flight training portion of the syllabus contains a quiz and a stage check flight at the end of Stage IV, V and X. The stage checks will be administered by the Chief/Assistant Chief Flight Instructor or check instructor approved by the FSDO. The Stage X check is the end of course stage check which will be equal in scope, depth and difficulty to the practical test defined by the FAA Commercial Pilot – Airplane Airman Certification Standards.

STUDYING MANEUVERS

1. Refer to the maneuver in the Airplane Flying Handbook to learn how to do the maneuver as well as common errors when attempting to execute the maneuver.
2. Refer to the University of Oklahoma Supplementary Information for Flight Students & the POH to learn specifics of executing this maneuver in the PA28-181.
3. Refer to the Commercial Pilot Airplane ACS to determine the standards to which you must accomplish the maneuver to earn your commercial pilot certificate.

FLIGHT LESSON TIME ALLOCATION TABLE										
Lesson	Dual	Solo	Dual Night	Solo Night	Dual XC	Solo XC	Dual INST.	TAA	Pre/Post	GI
STAGE X										
1	1.0								0.5	
2	1.0								0.5	
3		2.0							0.5	
4	1.0								0.5	
5	2.0						0.8	1.0	0.5	
6		3.0							0.5	
7	2.0						0.8	1.0	0.5	
8	1.0								0.5	
9	1.0								0.5	
10		3.0				3.0			0.5	
11	1.0		1.0						0.5	
12		1.0		1.0					0.5	
13		1.0		1.0					0.5	
14		3.0							0.5	
15	2.0						0.8	1.0	0.5	
16	2.0						1.6	2.0	0.5	
17		3.0							0.5	
18	1.0								0.5	
19	2.0						0.7		0.5	
20		3.0							0.5	
21	2.0								0.5	
22	1.0								0.5	
23 QUIZ									0.5	0.5
24 (STGCHK)	1.0								0.5	1.5
Totals	21.0	19.0	1.0	2.0*		3.0	4.7	5.0	12.0	2.0
GRAND TOTALS** (IV, V, X)	55.0	65.0	8.0	7.0*	12.0	32.0	13.0	10.0	N/A	N/A
*NOTES: By the completion of Stage X the student will have completed 10 solo takeoffs and landings at night (with each landing involving a flight with a traffic pattern) at an airport with an operating control tower. **These are the minimum times in each flight category for course completion										

Flight Lesson Time Allocation Table (continued)

Dual = Flight Instruction in an Airplane

Solo = Student Solo Flight in an Airplane

Dual Night = Flight Instruction in an Airplane at Night

Solo Night = Student Solo Flight in an Airplane at Night

Dual XC = Cross Country Flight Instruction in an Airplane

Solo XC = Student Solo Cross Country Flight in an Airplane

Dual INST. = Instrument Flight Instruction in an Airplane

Dual AATD = Instrument Instruction in an Advanced Aviation Training Device

TAA = Technologically Advanced Aircraft

Pre/Post = Pre & Post Flight Instruction

GI= Ground Instruction

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STAGE X

STAGE OBJECTIVE

The objective of this stage is for the student to complete the course requirements and attain the proficiency level required of an instrument/commercial pilot.

STAGE COMPLETION STANDARD

At the completion of this stage, the student must be able to demonstrate all flight maneuvers and procedures at the proficiency level of an instrument/commercial pilot. The student also will successfully complete the final stage tests and stage checks.

[illegible]

Dual	Solo	Dual Night	Dual XC	Solo XC	Dual Inst.	Night LD.	AATD	Pre Post	GI
MIN 1.0								0.5	1.5
1.0								0.5	1.5

STAGE X FLIGHT LESSON 24 DUAL-STAGE CHECK

LESSON OBJECTIVE: This lesson is the final stage check conducted by the Chief or Assistant Chief Flight Instructor or Check Instructor approved by the FSDO. During this lesson the student must demonstrate Knowledge (KN), Risk Management (RM) and Skill (SK) as required by the FAA Commercial Pilot – Airplane Airman Certification Standards. The order of material examined under lesson content is based on how this material may be covered during the ground and flight portions of the practical test. The material is not required to be covered in this order as long as it is covered in its entirety. The ground portion of the test must be completed prior to the flight portion of the test.

PRE-TEST PLANNING: The evaluator will check for updates to the Airman Certification Standards. Any changes will be incorporated into the evaluation. The evaluator will note the ACS codes missed on the knowledge test and annotate these codes on the KN or RM line for each task or groups of tasks in the lesson plan. These items must be evaluated as part of the stage check.

CONTENT: The applicant will plan a VFR cross country flight using real world weather. The weights of passengers and baggage must be such that the aircraft can't reach its primary destination without making a fuel stop. In both the ground and flight portions of the stage check the evaluator will present the applicant with different situations within the scenario (weather, equipment failure, ATC requests, medical issues etc.). In the process of demonstrating the KN, RM and SK to deal with these situations as many of the tasks as possible will be evaluated. Any remaining tasks will be evaluated outside the context of the scenario. In some cases tasks are grouped together to facilitate evaluation as part of a scenario. The evaluator will make note of unsatisfactory performance on the KN, RM or SK lines as appropriate.

Ground Portion of Practical Test: All SK elements must be evaluated. At least one KN and one RM element from each task must be evaluated. If an element was missed on the knowledge test, evaluation of this element may count as the one element to be evaluated. At the evaluator's discretion more than one element may be evaluated.

Pilot Qualifications (AOI, Task A)

KN:

RM:

SK:

Airworthiness Requirements (AOI, Task B)

KN:

RM:

SK:

Preflight Assessment (AOII, Task A)

KN:

RM:

SK:

Weather Information (AOI, Task C)

KN:

RM:

SK:

Cross-Country Flight Planning (AOI, Task D) **Performance and Limitations** (AOI, Task F) **Emergency Equipment and Survival Gear** (AOIX, Task D) **National Airspace System** (AOI, Task E) **High Altitude Operations** (AOVIII, Tasks A and B)

KN:

RM:

SK:

Operation of Systems (AOI, Task G) KN: RM: SK: **Human Factors** (AOI, Task H)

KN:

RM:

SK:

Spin Awareness (AOVII, Task E)

KN:

RM:

SK:

Flight Portion of Practical Test: All SK elements must be evaluated. At least one KN and RM element from each task will be evaluated. This may be accomplished through questions asked during the ground portion of the test, or as safety of flight permits, asking questions during the flight to test KN and RM elements not evident in the demonstrated skills.

Flight Deck Management (AOII, Task B) – Evaluated throughout the flight
SK:
KN:
RM:

Communications and ATC Light Signals and Runway Lighting Systems (AOIII, Task A) – Evaluated throughout the flight
SK:
KN:
RM:

Operation of Systems (AOI, Task G) – Evaluated throughout the flight
SK:
KN:
RM:

EMERGENCY OPERATIONS (These tasks inserted at times selected by the evaluator): Systems and Equipment Malfunction (AO IX, Task C) - At least three system malfunctions Emergency Descent (AOIX, Task A) Emergency Approach and Landing (AOIX, Task B)
SK:
KN:
RM:

GROUND OPERATIONS: Preflight Assessment (AOII, Task A) Engine Starting (AOII, Task C) & Emergency Equipment (AOIX, Task D) Taxiing (AOII, Task D) Before Takeoff Check (AOII, Task F) After Landing, Parking and Securing (AOXI, Task A)
SK:
KN:
RM:

CROSS COUNTRY NAVIGATION: Pilotage and Dead Reckoning (AOVI, Task A) Navigation Systems and Radar Services (AOVI, Task B) Diversion (AOVI, Task C) Lost Procedures (AOVI, Task D)
SK:
KN:
RM:

SLOW FLIGHT AND STALLS: Maneuvering During Slow Flight (AOVII, Task A) Power-Off Stalls (AOVII, Task B) Power-On Stalls (AOVII, Task C) Accelerated Stalls (AOVII, Task D)
SK:
KN:
RM:

PERFORMANCE MANEUVERS Steep Turns (AOV, Task A) or Steep Spirals (AOV, Task B) Chandelles (AOV, Task C) or Lazy Eights (AOV, Task D)
SK:
KN:
RM:

GROUND REFERENCE MANEUVER Eights on Pylons (AOV, Task E)
SK:
KN:
RM:

AIRPORT OPERATIONS, TAKEOFF’S, LANDINGS and GO AROUNDS Traffic Patterns (AOIII, Task B) Norman Takeoff and Climb (AOIV, Task A) Normal Approach/Landing (AOIV, Task B) Soft-Field Takeoff and Climb (AOIV, Task C) Soft-Field Approach and Landing (AOIV, Task D) Short-Field Takeoff and Max Performance Climb (AOIV, Task E) Short-Field Approach and Landing (AOIV, Task F) Power-Off 180 Degree Approach and Landing (AOIV, Task M) Go-Around/Rejected Landing (AOIV, Task N)
SK:
KN:
RM:

COMPLETION STANDARDS:

The student will demonstrate proficiency in strict accordance with the Commercial Pilot – Airplane Airman Certification Standards. and will OK: Task performed satisfactorily within ACS Standards U: Performance on task not within ACS Standards. Explanation of unsatisfactory performance in KN, RM and/or SK lines as appropriate. NC: Task not evaluated due to not completing the test – weather cancellation, maintenance, termination due to failure of earlier task, etc.

EXAMINER NOTES:
