

UNIVERSITY OF OKLAHOMA COMMERCIAL MULTI ADD-ON PILOT (3581)
FLIGHT TRAINING SYLLABUS 2026-AUG-17

PREREQUISITES FOR ENROLLMENT IN GROUND TRAINING: There are no prerequisites for enrollment in the ground training part of this course

PREREQUISITES FOR ENROLLMENT IN FLIGHT TRAINING: You must possess an FAA medical certificate that is valid for at least third class privileges. You must possess an FAA commercial pilot certificate with at least airplane single engine land and Instrument airplane ratings.

COURSE OBJECTIVE: You will obtain the knowledge, skill, and aeronautical experience necessary to meet the requirements of 14 CFR, Section 141, Appendix I for the addition of an airplane multiengine land class rating (with instrument privileges) to your commercial pilot certificate.

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. With the exception of Flight Lessons five and six, which must be a minimum of two hours duration, 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 and/or flight time specified by category in the syllabus 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. If a student is unable to attend a ground lesson the instructor and student will coordinate a time to accomplish that lesson. The makeup lesson will be conducted in any of the approved “Rooms Used for Ground Training” at a time when the room is not otherwise scheduled for a class

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 a notation is made in the student training record as to the lesson covered and the reason for the deviation. Deviations must be approved by the chief or assistant chief flight instructor:

- 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.

EXPECTED ACCOMPLISHMENTS & STANDARDS: To satisfactorily complete each ground stage you must pass the end of stage exam. To satisfactorily complete the one flight stage you must pass the end of course stage check which is equivalent to the practical test defined by the Commercial Pilot Airman Certification Standards for addition of an airplane multiengine land rating (with instrument privileges) to your commercial pilot certificate. Each lesson lists specific objectives and standards of completion.

CHECKS & TESTS: The ground training portion of the syllabus contains a stage one and stage two exam. Specific content and completion standards are listed on the test lesson plan. Ground training must be completed before the completion of flight training. The final lesson of flight training will be an end of course stage check, which will be equal to in scope, depth and difficulty to the practical test defined by the Commercial Pilot Airman Certification Standards for addition of an airplane multiengine land rating (with instrument privileges) to a commercial pilot certificate with at least existing airplane single engine land and instrument airplane ratings. This test will be administered by the Chief, Assistant Chief Flight Instructor or Check Instructor approved by the FSDO.

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 PA44-181.
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.

GROUND TRAINING BREAKDOWN		
Lesson	Class	EXAM
MULTI GROUND		
1-1	1.5	
1-2	1.5	
1-3	1.5	
1-4	1.5	
1-5	1.5	
1-6		1.0
2-1	1.5	
2-2	1.5	
2-3	1.5	
2-4	1.5	
2-5		1.0
Totals	12.5	2.0

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

MULTI GROUND LESSON 2-4 LECTURE-IN-CLASS

TEXT REFERENCE:

14 CFR Part 91 Subpart K: Fractional Ownership Operations

14 CFR Part 119.1: Air Carriers and Operators for Compensation or Hire

14 CFR Part 135: Operating Requirements: Commuter and On Demand Operations

FAA ADVISORY CIRCULAR (AC) 91-37B: Truth in Leasing

LESSON OBJECTIVE:

During this lesson, the student will review their knowledge of applicable regulations issued by the Federal Aviation for commercial pilot privileges, limitations and flight operations.

CONTENT:

Lesson Introduction

- ☐ Fractional Ownership Operations
 - ☐ Applicability - 91.1001
 - ☐ Program Operating Manual Contents- 91.1025
 - ☐ Large Transport Category and Turbine Powered Airplanes Limitations, Destination and Alternate Airports - 91.1037
 - ☐ IFR Takeoff, Approach and Landing Minimums-91.1039
 - ☐ Crewmember Experience - 91.1053
 - ☐ Crewmember Flight, Duty and Rest Time Requirement - 91.1057
- ☐ Other Operations for Compensation or Hire -119.1(e)
 - ☐ Student Instruction
 - ☐ Nonstop Commercial Air Tours
 - ☐ Ferry or Training Flights
 - ☐ Aerial Work Operations
 - ☐ Crop Dusting, Seeding, Spraying, Bird Chasing

- ☐ Banner Towing
- ☐ Aerial Photography or Survey
- ☐ Fire Fighting
- ☐ Powerline or Pipeline Patrol
- ☐ Intentional Parachute Operations
- ☐ Commuter and On Demand Operations
 - ☐ Applicability - 135.1
 - ☐ Manual Contents -135.23
 - ☐ Pilot Requirements, Use of Oxygen - 135.89
 - ☐ IFR: Operating Limitations-135.215
 - ☐ IFR: Takeoff Limitations -135.217
 - ☐ IFR: IFR Destination Airport Weather Minimums -135.219
 - ☐ IFR: Alternate Airport Requirements: 135.223
 - ☐ Pilot In Command Qualifications -135.243
 - ☐ Second In Command Qualifications -135.245
 - ☐ Crewmember Flight Time and Duty Periods Limitations and Rest Requirements - 135, Subpart F
- ☐ Legal Dry Lease Versus Illegal Wet Lease Operations - AC 91.378

COMPLETION STANDARDS:

Through oral quizzing and/or discussion the student will demonstrate understanding of commercial pilot privileges, limitations and flight operations as defined in 14 CFR, Parts 91 (Subpart K), 119.1 and 135. The student will also have an understanding of the difference between legal dry lease operations and illegal wet lease operations.

NOTES:

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FLIGHT TRAINING SYLLABUS

Accomplishments and standards of the flight training portion of this course (Stage III) consisting of one stage. The student will develop the skills necessary to operate a multiengine land airplane. This includes normal and emergency operations, instrument skills and application of these skills in day and night cross country operations. The student will also become proficient performing commercial multiengine and single engine maneuvers, takeoffs and landings. At the completion of this stage the student will pass the end of course stage check (Flight Lesson 10).

FLIGHT LESSON TIME ALLOCATION TABLE						
Lesson	Dual	Dual Night	Dual XC	Dual INST.	Pre/Post	GI
MULTI ADD-ON						
1						0.5
2	1.5			0.2	0.5	
3	1.5			0.3	0.5	
4	1.5			1.3	0.5	
5	2.0		2.0	1.0	0.5	
6	2.0	2.0	2.0	1.0	0.5	
7	2.0			0.7	0.5	
8	1.5			0.3	0.5	
9						0.5
10 (STGCHK)	1.5			0.2	0.5	1.0
Totals	13.5	2.0	4.0	5.0	4.0	2.0

Dual	Solo	Dual Night	Dual XC	Solo XC	Dual Inst.	Night LD.	AATD	Pre Post	GI
1.5					0.2			0.5	

MULTI FLIGHT LESSON 2 DUAL - LOCAL

LESSON OBJECTIVE:

During this lesson, the student will become acquainted with the training airplane. The student will learn the attitude, power settings, and configurations required for the performance of the listed maneuvers and procedures. The student will learn to apply asymmetric power during taxi operations to aid in turns and maintain directional control during cross winds. The student will also learn additional factors for multiengine aircraft to be considered in the takeoff briefing above and beyond that of a single engine airplane. The student will learn to operate the aircraft systems with emphasis on the constant speed propeller, retractable landing gear, cowl flaps, multiengine controls/instrumentation, and environmental control systems. The student will be introduced to multiengine basic attitude instrument flying with both engines as well as emergency descent.

CONTENT:

Lesson Introduction

- ☐ Preflight Preparation
 - ☐ Determining Performance & Limitations -- Emphasis on
 - ☐ Accelerate/Stop Distance
 - ☐ Single Engine Service Ceiling
 - ☐ Single Engine Absolute Ceiling
 - ☐ Operation of Systems
 - ☐ Constant speed propeller
 - ☐ Retractable Landing Gear
 - ☐ Cowl Flaps
 - ☐ Multiengine Controls/Instrumentation
 - ☐ Environmental Control – Janitrol Heater
- ☐ Preflight Procedures
 - ☐ Preflight Assessment
 - ☐ Flight Deck Management

- ☐ Engine Starting
- ☐ Taxiing (Asymmetric Thrust to Aid Turns and Taxiing in Crosswinds)
- ☐ Pre-Takeoff Check
- ☐ Takeoff Briefing
- ☐ Airport Base Operations
 - ☐ Communications and ATC Light Signals
 - ☐ Runway Lighting Systems
 - ☐ Traffic Patterns
- ☐ Normal Takeoffs and Climbs
- ☐ Navigation to/from Practice Area using Pilotage
- ☐ Visual Scanning and Collision Avoidance – Aircraft Blind Spots
- ☐ Straight-and-Level Flight and Level Turns
- ☐ Climbs - Straight and Turning
- ☐ Descents Straight and Turning
- ☐ Maneuvering During Slow Flight
- ☐ Stalls
 - ☐ Power-On Stalls
 - ☐ Power-Off Stalls
 - ☐ Accelerated Stalls
- ☐ Steep Turns
- ☐ Emergency Descent
- ☐ Flight By Reference to Instruments Both Engines Operating (IR)
 - ☐ Straight and Level, Climbs, Descents and Turns
 - ☐ Unusual Attitude Recognition and Recovery
 - ☐ Partial Panel Failure of Attitude Indicator and HIS
- ☐ Normal Approach and Landings
- ☐ After Landing Procedures
- ☐ Post Flight Procedures

CONTINUED...

Preflight Preparation/Procedures, Navigation, and After Landing/Post Flight Procedures: To the standards of the Commercial Pilot – Airplane Airman Certification Standards. Normal Takeoffs and Landings: To the standards of the Commercial Pilot Airman Certification Standards. Slow Flight: The student will execute the steps of the maneuver in the proper order. Airspeed will be maintained $\pm 10/-0$ knots, specified altitude ± 100 feet, and specified angle of bank $\pm 5^\circ$. Power-On stalls, and Power-Off stalls: The student will execute the steps of each maneuver in the proper order. Maintain a specified heading, $\pm 15^\circ$ if in straight flight; maintain a specified angle of bank not to exceed 20° , $\pm 5^\circ$, if in turning flight. Steep Turns: The student will execute the steps of the maneuver in the proper order while maintaining entry altitude ± 150 feet, airspeed ± 15 knots, bank $\pm 10^\circ$, and roll out on the entry heading ± 15 degrees. Flight By Reference to Instruments Both Engines Operating: To the standards of Instrument Flight task of the Instrument Rating-Airplane Airman Certification Standards.

[illegible]

Dual	Solo	Dual Night	Dual XC	Solo XC	Dual Inst.	Night LD.	AATD	Pre Post	GI
1.5					0.3				0.5

MULTI FLIGHT LESSON 3 DUAL - LOCAL

LESSON OBJECTIVE:

During this lesson, the student will be introduced to engine-out procedures and will learn to identify the inoperative engine, initiate appropriate corrective procedures, maneuver the airplane with one engine inoperative and demonstrate engine inoperative loss of directional control and recovery techniques, shut down and restart procedures and the effects on aircraft performance of various airspeeds and configurations during single engine operations. Engine failures will occur during all phases of flight: takeoff roll, climb out, cruise, approach and landing. The student will be introduced to multiengine basic attitude instrument flying with one engine inoperative.

CONTENT:

Lesson Review

- ☐ Preflight Preparation
- ☐ Operation of Systems
- ☐ Preflight Procedures
- ☐ Airport Base Operations
- ☐ Normal Takeoffs and Landings
- ☐ After landing Procedures
- ☐ Post Flight Procedures

Lesson Introduction

- ☐ Short Field Take-off and Maximum Performance Climb
- ☐ Short Field Approach and Landing
- ☐ Emergency Operations Engine Failure – Initial Response (Control Correct application of rudder, ailerons and

- ☐ elevator; Mixture, Props, Throttle Full; Configuration – Clean; Identify and Verify Failed Engine; Pitch to
- ☐ Maintain Level Flight at Vyse or Higher; Determination of Whether to Troubleshoot or Feather)
 - ☐ During Takeoff Roll
 - ☐ Climb
 - ☐ Cruise
 - ☐ Approach and Landing
- ☐ Engine Failure Trouble-Shooting Procedures
- ☐ Full Feather and Engine Securing Procedures
- ☐ Engine Restart Procedure
- ☐ Failed Engine; Pitch to Maintain Level Flight at Vyse or Higher;
- ☐ Maneuvering With One Engine Inoperative
 - ☐ Straight and Level Flight
 - ☐ Turns in Both Directions
 - ☐ Climbs and Descents to Assigned Altitudes
- ☐ Vmc Demonstration
- ☐ Single Engine Go Around (demonstrated in the air)
- ☐ Effects of Various Airspeeds and Configurations During Single Engine Flight (Drag Demo)
- ☐ Flight By Reference to Instruments One Engine Inoperative (IR)
 - ☐ Recognition of Engine Failure and Simulated Feather by Reference to Instruments
 - ☐ Straight and Level, Climbs, Descents and Turns

CONTINUED...

COMPLETION STANDARDS:

Preflight Preparation/Procedures and Normal Takeoffs and Landings: To the standards of the Commercial Pilot Airplane Airman Certification Standards. Engine Failure Initial Response, Trouble Shooting, Full Feather and Engine Securing Procedures: The student will be able to apply the appropriate checklists while maintaining altitude +/- 150 feet or minimum sink rate if applicable, airspeed +15/-10 knots, and selected heading +/-15 degrees. Vmc Demo: The student will be able to perform the maneuver steps in the proper order to the standards of the Commercial Pilot – Airplane Airman Certification Standards. Drag Demo: The student will gain an appreciation that single engine aircraft performance is optimum when the aircraft is operated at Vyse, in a clean configuration and with the inoperative engine propeller feathered. Short Field Take-off: The student will be able to perform the maneuver steps in the proper order in accordance with the POH. Maintain Vx and Vy +10/-5 knots. Short Field Landing: The student will be able to perform the maneuver steps in the proper order in accordance with the POH. Maintain published approach air speed +10/-5 knots and touch down within 200 feet beyond or on the specified point. One Engine Inoperative (Simulated) (solely by Reference to Instruments) During Straight-and-Level Flight and Turns: Headings +/-15 degrees, altitudes +/-150 feet, airspeed +/-15 knots.

NOTES:

[illegible]

Dual	Solo	Dual Night	Dual XC	Solo XC	Dual Inst.	Night LD.	AATD	Pre Post	GI
2.0		2.0	2.0		1.0	2			0.5

MULTI FLIGHT LESSON 6 DUAL – AIRPLANE NIGHT XC

LESSON OBJECTIVE:

During this lesson the student will become familiar with the cross-country procedures involved in flying a multi-engine aircraft at night. The student will also be exposed to system and equipment malfunctions beyond engine failures. This lesson will consist of a cross-country flight **of at least a two-hour duration**, a total straight-line distance of **more than 100 nautical miles from the original point of departure** and occurring at night. The flight will be conducted under Instrument Flight Rules.

CONTENT:

Lesson Review

- ☐ Cross-Country Flight Planning. Emphasis on:
 - ☐ Determination of Power Settings and airspeeds at high altitudes
 - ☐ Determination and Consideration of Single Engine Service and Absolute Ceilings
- ☐ Departure Procedures
- ☐ Navigation
 - ☐ Dead Reckoning
 - ☐ Navigation Systems and Radar Services (IR)
 - ☐ Diversion
 - ☐ Lost Procedures
- ☐ Cruise Procedures - Power Settings and Mixture Leaning
- ☐ Arrival Procedures
- ☐ Instrument Approach Procedures (Precision or Non-Precision as Selected by the Instructor) (IR)
- ☐ Equipment and System Malfunctions
 - ☐ Electrical System

- ☐ Alternator Failure
 - ☐ Popped Circuit Breaker
 - ☐ Electrical Fire
 - ☐ Radio Failure
- ☐ Vacuum Pump Failure
- ☐ High Altitude Operations – Requirements for Supplemental Oxygen
- ☐ Equipment and System Malfunctions
 - ☐ Electrical System
 - ☐ Alternator Failure
 - ☐ Popped Circuit Breaker
 - ☐ Electrical Fire
 - ☐ Radio Failure
- ☐ Vacuum Pump Failure
- ☐ Landing Gear Failure
- ☐ Propeller Governor Failure
- ☐ Engine Fire

Lesson Introduction

- ☐ Night Flying Considerations
 - ☐ Preflight Procedures
 - ☐ Lighting and Equipment for Night Flying

COMPLETION STANDARDS:

This lesson is complete when the specific requirements, Appendix I of part 141, paragraph 4(b)(2)(iv), for this cross-country flight have been met. Performance of the listed procedures will be to standards of the Instrument Rating-Airplane and Commercial Pilot -Airplane Airman Certification Standards.

NOTES:

Dual	Solo	Dual Night	Dual XC	Solo XC	Dual Inst.	Night LD.	AATD	Pre Post	GI
2.0					0.7				0.5

MULTI FLIGHT LESSON 7 DUAL - LOCAL

LESSON OBJECTIVE:

This lesson is a review to increase proficiency in the listed tasks and maneuvers.

CONTENT:

Lesson Review

- ☐ Preflight Preparation
 - ☐ Determining Performance & limitations - Emphasis on
 - ☐ Accelerate/Stop Distance
 - ☐ Single Engine Service Ceiling
 - ☐ Single Engine Absolute Ceiling
 - ☐ Operation of Systems
 - ☐ Constant speed propeller
 - ☐ Retractable Landing Gear
 - ☐ Cowl Flaps
 - ☐ Multiengine Controls/Instrumentation
 - ☐ Environmental Control-Janitrol Heater
- ☐ Preflight Procedures
 - ☐ Preflight Assessment
 - ☐ Flight Deck Management
 - ☐ Engine Starting
 - ☐ Taxiing
 - ☐ Pre-Takeoff Check
 - ☐ Takeoff Briefing
- ☐ Normal Takeoffs and Climbs
- ☐ Short Field Take-off and Maximum Performance Climb
- ☐ Maneuvering During Slow Flight

- ☐ Stalls
 - ☐ Power On Stalls
 - ☐ Power Off Stalls
 - ☐ Accelerated Stalls
- ☐ Steep Turns
- ☐ Vmc Demonstration
- ☐ Engine Failure
 - ☐ On Takeoff Roll
 - ☐ Climb Out
 - ☐ Cruise
 - ☐ Engine Troubleshooting Procedures
 - ☐ Feather and Engine Secure Procedures
 - ☐ Engine Restart Procedures
 - ☐ Approach and Landing with One Engine Inoperative
- ☐ Emergency Descent
- ☐ Precision Approach (IR) - Single Engine
- ☐ Non-Precision Approach (IR) - Single Engine
- ☐ Normal Approach and Landings
- ☐ Short Field Approach and Landing

COMPLETION STANDARDS:

At the completion of this lesson the student will demonstrate the ability to perform each of the listed maneuvers and procedures at a proficiency level that meets or exceeds the Instrument Rating-Airplane Airman Certification Standards and the Commercial Pilot-Airplane Airman Certification Standards.

NOTES:

Dual	Solo	Dual Night	Dual XC	Solo XC	Dual Inst.	Night LD.	AATD	Pre Post	GI
1.5					0.3				0.5

MULTI FLIGHT LESSON 8 DUAL - LOCAL

LESSON OBJECTIVE:

The student will review the procedures and maneuvers indicated to demonstrate proficiency in preparation for the End of Course Stage Check. If possible, the learner will ride with a flight instructor from the Aviation Department other than their regular flight instructor. The objective is to provide different input to the student on indicated maneuvers.

CONTENT:

Lesson Review

- ☐ Preflight Preparation
 - ☐ Determining Performance & limitations - Emphasis on
 - ☐ Accelerate/Stop Distance
 - ☐ Single Engine Service Ceiling
 - ☐ Single Engine Absolute Ceiling
 - ☐ Operation of Systems
 - ☐ Constant speed propeller
 - ☐ Retractable Landing Gear
 - ☐ Cowl Flaps
 - ☐ Multiengine Controls/Instrumentation
 - ☐ Environmental Control-Janitrol Heater
- ☐ Preflight Procedures
 - ☐ Preflight Assessment
 - ☐ Flight Deck Management
 - ☐ Engine Starting
 - ☐ Taxiing
 - ☐ Pre-Takeoff Check
 - ☐ Takeoff Briefing

- ☐ Takeoffs
 - ☐ Normal
 - ☐ Short Field Maximum Performance
- ☐ Maneuvering During Slow Flight
- ☐ Stalls
 - ☐ Power On
 - ☐ Power Off
 - ☐ Accelerated
- ☐ Steep Turns
- ☐ Vmc Demonstration
- ☐ Engine Failure
 - ☐ On Takeoff Roll
 - ☐ Climb Out
 - ☐ Cruise
 - ☐ Engine Troubleshooting Procedures
 - ☐ Feather and Engine Secure Procedures
 - ☐ Engine Restart Procedures
 - ☐ Approach and Landing with One Engine Inoperative
- ☐ Precision Approach (IR) or Non-Precision Approach (IR) - Single Engine
- ☐ Landings
 - ☐ Normal
 - ☐ Short Field

COMPLETION STANDARDS:

At the completion of this lesson the student will demonstrate the ability to perform each of the listed maneuvers and procedures at a proficiency level that meets or exceeds the Instrument Rating-Airplane Airman Certification Standards and the Commercial Pilot-Airplane Airman Certification Standards. Additionally, the student will have earned a complex aircraft logbook endorsement.

NOTES:

Dual	Solo	Dual Night	Dual XC	Solo XC	Dual Inst.	Night LD.	AATD	Pre Post	GI
1.5					0.2			0.5	1.0

MULTI FLIGHT LESSON 10 DUAL - FINAL STAGE CHECK

LESSON OBJECTIVE:

The student will demonstrate satisfactory knowledge, risk management and skills in the tasks specified below from the Commercial Pilot - Airplane Airman Certification Standards. This lesson is the final stage check conducted by the Chief or Assistant Chief Flight Instructor or Check Instructor approved by the FSDO. It will be conducted using a plan of action IAW the current version of the Commercial Pilot-Airplane Airman Certification Standards. The following minimum tasks will be evaluated. Prior to the test the evaluator will check for updates to the Commercial Pilot Airman Certification Standards and incorporate any changes into his/her plan of action.

CONTENT:

- ☐ AOI: Preflight Preparation
 - ☐ Performance and Limitations (AOI, Task F)
 - ☐ Operation of Systems (AOI, Task G)
- ☐ AOII: Preflight Procedures
 - ☐ Preflight Assessment (AOII, Task A)
 - ☐ Flight Deck Management (AOII, Task B)
 - ☐ Engine Starting (AOII, Task C)
 - ☐ Taxiing (AOII, Task D)
 - ☐ Before Takeoff Check (AOII, Task F)
- ☐ AOIV: Takeoffs, Landings, and Go-Arounds
 - ☐ Normal Takeoff and Climb (AOIV, Task A)
 - ☐ Normal Approach and Landing (AOIV, Task B)
 - ☐ Short-Field Takeoff and Maximum Performance Climb (AOIV, Task E)
 - ☐ Short-Field Approach and Landing (AOIV, Task F)

- ☐ AOV: Performance Maneuvers and Ground Reference Maneuvers
 - ☐ Steep Turns (AOV, Task A)
- ☐ AOVII: 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)
 - ☐ Spin Awareness (AOVII, Task E)
- ☐ AOIX: Emergency Operations
 - ☐ Engine Failure During Takeoff Before Vmc (simulated) (AOIX, Task E)
 - ☐ Engine Failure After Lift-Off (Simulated) (AOIX, Task F)
 - ☐ Approach and Landing with Inoperative Engine (Simulated) (AOIX, Task G)
- ☐ AOX: Multiengine Operations
 - ☐ Maneuvering with One Engine Inoperative (AOX, Task A)
 - ☐ Vmc Demonstration (AOX, Task B)
 - ☐ Engine Failure During Flight (By Reference to Instruments) (AOX, Task C)
 - ☐ Instrument Approach - One Engine Inoperative (By Reference to Instruments) (AOX, Task D)

COMPLETION STANDARDS:

The student will demonstrate satisfactory knowledge, risk management and skills of the tasks indicated as defined by the Commercial Pilot -Airplane Airman Certification Standards.

NOTES:
