



## **Air America Flight Center, LLC.**

### **Flight Center Checkout Policy**

#### **1) Purpose**

- a. This is the aircraft checkout policy for any instructor interested in instructing for Air America Flight Center or any customer interested in renting an aircraft from Air America Flight Center.

#### **2) Instructor Checkout**

- a. An Instructor Checkout can only be performed by the Chief Flight Instructor or the Assistant Chief Flight Instructor. If there is a special circumstance, such as availability, the Chief or Assistant Chief can designate another Air America Instructor to complete the checkout.
- b. If the instructor successfully completes an CFI, CFII, or MEI FAA practical test, after receiving instruction from an Air America Instructor, in an Air America aircraft, he/she may instruct for Air America after that. No supplemental checkout is required.

#### **3) Students of Air America**

- a. If a student pilot successfully completes an FAA practical test, after receiving instruction from an Air America Instructor, in an Air America aircraft, he/she may rent that make & model aircraft for solo flight. No supplemental checkout is required.

#### **4) All Other Certificated Pilot Checkouts**

- a. **Single-Engine Aircraft** - If a pilot has not received instruction from Air America and wants to rent PIC (other than dual) he/she must receive a checkout from the Chief Flight Instructor, Assistant Chief Flight Instructor or his/her designee. There is no minimum time requirement assuming that he/she is appropriately rated AND CURRENT IAW 14 CFR Part 61. It is the responsibility of the instructor performing the checkout to verify this information. The minimum checkout will consist of:

- One hour of flight time (minimum)
- Preflight procedures and 91.103 requirements
- Checklist Usage, Radio Communication and ATC Compliance
- Three landings (two normal and one power-off)
- Simulated engine failure and emergency landing procedures
- Slow flight, power-off stall recovery and spin awareness
- Unusual attitude recovery
- Manual gear extension (all complex aircraft)
- Autopilot operations and limitations (if installed)
- GPS operations and limitations (if installed)
- If the individual is instrument-rated they **must** also perform at least one instrument approach in actual or simulated conditions.

- Air America Flight Center SOPs (including after-hours procedures)
- b. **Multi-Engine Aircraft** - Air America requires a pilot to have minimum of 15 hours multi-engine PIC with 5 of those hours being PIC in the make & model (BE-76) to be rented. The pilot may meet this requirement by flight hours previously flown (must be proved by adequate documentation) at a facility other than Air America. This checkout can be performed by the Chief Flight Instructor, Assistant Chief Flight Instructor or his/her designee. It is the responsibility of the instructor performing the checkout to verify that he/she is appropriately rated AND CURRENT IAW 14 CFR Part 61. The minimum checkout will consist of:
- One hour of flight time (minimum)
  - Preflight procedures and 91.103 requirements
  - Checklist Usage, Radio Communication and ATC Compliance
  - Three landings (two normal and one single-engine)
  - Engine failure, feathering, shutdown, airstart and emergency landing procedures
  - Slow flight, power-off stall recovery and spin awareness
  - Unusual attitude recovery
  - Vmc demonstration
  - Manual gear extension
  - Autopilot operations and limitations (if installed)
  - GPS operations and limitations (if installed)
  - If the individual is instrument-rated they **must** also perform at least one instrument approach in actual or simulated conditions.
  - Air America Flight Center SOPs (including after-hours procedures)

### **IMPORTANT!**

Proof of checkout must be on-file with our dispatchers before being allowed to rent. This typically comes in the form of a completed and signed Checkout Form specifying all makes and models of aircraft and types of operation the pilot is allowed to fly at AAFC. Without this form, a logbook endorsement may be required to prove the checkout (FAA practical test completions will receive a checkout form or the endorsement/signature in the logbook will be scanned). If neither can be provided, you may be asked to do another checkout before renting!

*Note: Remember, it is possible to fail a checkout! Pilots must perform to at least FAA PTS minimums standards AND to the satisfaction of the Checkout Instructor!!! If there is an accident the FAA and NTSB will question the Checkout Instructor. The instructor giving the checkout will be sure to include as much information as possible in the logbook endorsement. A thorough endorsement is proof that the material was covered.*