

# IFS CHECKRIDE EVALUATION GUIDE



05 OCTOBER 2009

## CHECKRIDE BRIEFING GUIDE

### PRELIMINARIES

- **Applicability.** All IFS checkrides will adhere to guidance in this document. Check pilots will add the checkride briefing items below to the mission briefing.
- **Admin.** Student optioned for the checkride in GTIMS? Gradebook in order and pre-requisites met? 4293s signed?
- **Weather.** Current flying status? Potential for adverse weather or incomplete sortie?
- **Tone.** Set a tone that is professional and courteous. Start on time. Minimize interruptions.
- **Publications Check.** Check the student's in-flight publications for currency and completeness (IFG, checklists, map).

### CHECKRIDE BRIEFING

- **Pilot In Command.** YOU (THE STUDENT) RUN THE MISSION. I am the PIC and am ultimately responsible to ensure safety of flight. However, you need to treat this sortie as if you were the PIC. VNAV: during the portions of the sortie where you are not piloting the aircraft, you are still responsible for directing required actions and monitoring specific items.
- **Atmosphere.** This is not an instructional sortie. I will be silent except to respond to mandatory challenge-and-response items. Expect me to take notes during the flight, but do not let this distract you.
- **Intervention.** I will intervene when your action or inaction threatens to compromise safety. I may also provide limited verbal assistance in special situations without affecting your grade. If I ask a question or make a comment, I am probably giving you a hint or trying to draw your attention to something. If I direct you to do something, do it. If I initiate a transfer of aircraft control, respond with "you have the aircraft" and relinquish control.
- **CRM.** If you drop a pencil, need to get a drink, etc., you can ask me to fly the aircraft briefly. Be directive. State the altitude, heading and airspeed you want me to maintain.
- **Decision-Making.** You should treat the mission as if you were solo. You will be expected to gather all available information and make any required decisions without my assistance. Adjust your plans as required for changes in weather, flying status, ATC requirements, etc. Keep me informed if you intend to deviate from what you have previously briefed.
- **Repeating Items.** If a maneuver is set up poorly, knock it off and set it up again. Once performed, do not ask to repeat a maneuver. There are special cases where I may ask you to repeat a maneuver, but this will be at my discretion.
- **Mistakes.** A perfect sortie is not required. Mistakes are inevitable and expected. Do not let a mistake distract you during the remainder of the sortie. Recover from the error as soon as you notice it. Don't grade yourself. Leave the grading to me.
- **Emergencies.** If an aircraft malfunction or emergency occurs during the sortie, I will provide any required assistance to ensure that the sortie reaches a safe conclusion. Some situations will require me to take control of the aircraft. We will work as a team to safely recover the aircraft, and you will not be graded on your analysis or assistance during the emergency.
- **Debrief.** I will not debrief any portion of the checkride until the *entire* checkride is completed, including both the flight and the ground evaluations. Avoid speculating about your grades during the checkride because this can lead to distraction and negatively affect your performance.
- **Ground Evaluation.** The ground evaluation will consist of a written Boldface Test, one Tabletop EP, and a cross-section of general knowledge questions. For the tabletop EP, follow the MATL method described in the DA20-C1 Emergency Procedures Training Guide.
- **Tabletop EP.** For the tabletop EP, follow the MATL method described in the DA20-C1 Emergency Procedures Training Guide. Treat the situation as a solo student. I am your information source, and can role play communications with ATC, the SOF, etc. Make all radio calls, perform all checks, and use in-flight publications in a realistic manner. Take the situation to a logical conclusion.
- **Mission-Specific ROE.** (Reference appropriate page in this guide.)

### PROGRESS AND ELIMINATION CHECKS

- **External Factors.** Ensure the SP has no problems/external factors affecting training that are unknown to the flight commander.
- **Potential to Complete IFS.** The PC/EC pilot should assess the student's potential to complete IFS within syllabus constraints, factoring in the student's entire performance in IFS to date. However, the student must meet the required standards.
- **Giving Instruction.** For PCs generated in a training unit, appropriate instruction will be given in all areas. If the PC is generated by an unsatisfactory check or evaluation, the person administering the PC may offer instruction to assess the student's potential to complete the course. However, there should be no instruction on sub areas graded below standards on the check evaluation that triggered the PC or on sub areas that have been a trend item on practice missions.
- **Brief Time.** PC/EC mission briefings begin 1+15 prior to scheduled takeoff time.

# C790 CHECKRIDE

## GENERAL

- **Student responsibility.** Refer to this section when planning for the C790 checkride. Do not hesitate to clarify any expectations with the check pilot prior to flight.
- **Desired altitudes and headings.** Several of your maneuver grades are based on “desired” altitudes and headings that are left to your discretion as you set up the maneuver. **TECHNIQUE:** state desired altitudes aloud to ensure that your intentions are clear for the check pilot.

## MANEUVER-SPECIFIC ROE

- **Steep Turns.** Perform two 360° steep turns (one right turn and one left turn) at the desired altitude. Each turn will be graded separately based on actual entry and exit headings.
- **Slow Flight.** Flap setting is specified in the checkride profile. Establish straight-and-level unaccelerated flight at desired altitude and heading. Perform a level turn in each direction, each with approximately 30° of heading change.
- **Power-On and Power-Off Stalls.** Perform one power-on stall and one power-off stall. Perform one turning stall and one straight-ahead stall as specified in the checkride profile. The direction of turn is at the student’s discretion.
- **Ground Reference Maneuver.** Perform one ground reference maneuver, as specified in the checkride profile.
- **Go-Around.** Perform one go-around from an approach with flaps LDG.
- **No-Flap Approach and Landing.** Perform one no-flap approach and landing (touch-and-go).
- **Forward Slip to Landing.** Perform one forward slip to landing.
- **Pattern SFL.** Perform one pattern SFL.
- **Normal Approach and Landing.** Perform one normal landing (touch-and-go or full-stop).

## C790 CHECKRIDE PROFILE

Students will plan to accomplish all + items listed in the syllabus for the C790, plus any optional items included in the table below. The flight commander, assistant flight commander, or USEM can assign the checkride profile. If items listed as optional in the syllabus must be omitted from the profile due to unusual circumstances (e.g., weather), the checkride will be considered complete if all + items have been accomplished.

MANEUVER	(Heads/Odds)	(Tails/Evens)
	PROFILE 1	PROFILE 2
Go-Around	✓	✓
Normal Approach/Landing (+)	✓	✓
No-Flap Approach/Landing	✓	✓
Pattern SFL	✓	✓
Forward Slip Approach/Landing	✓	✓
Steep Turns (Left and Right) (+)	✓	✓
Slow Flight (+)	Flaps CRUISE	Flaps LDG
Power-On Stall (+)	Straight	Turning
Power-Off Stall (+)	Turning	Straight
Ground Reference Man.	Turns Around a Point	S-Turns Across a Road

## C790 GROUND EVALUATION

**Situational EP.** The student will accomplish one tabletop EP scenario that includes one of the following procedures:

- Engine Fire During Flight
- Electrical Fire During Flight
- Engine Stoppage
- Engine Malfunction In Flight (Engine Running Roughly)

**General Knowledge Topics.** During ground evaluation, the check pilot will ask a cross-section of general knowledge questions that cover the entire scope of IFS. However, special emphasis will be placed on the following topics when selecting general knowledge questions:

### Airspace

- Airspace (A,B,C,D,E,G) including entry requirements, and how to identify airspace boundaries/dimensions on a sectional or TAC chart
- VFR weather minimums and cloud clearance requirements
- Airspeed limitations
- Minimum altitude requirements

### Aerodynamics

- Lift, weight, thrust, and drag
- Angle of attack
- Stalls and spins
- Adverse yaw and P-factor
- Stability

### Airport Operations

- Traffic patterns
- Wake turbulence avoidance
- ATC clearances and instructions
- Airport signs and markings

### Weather

- METAR and TAF
- Wind shear

### DA20-C1 Operation

- Normal procedures checklists
- Emergency procedures checklists
- Prohibited maneuvers
- Operating limitations
- Airspeeds
- Taxi and ground operations
- Wind limits takeoff/landing

### DA20-C1 Aircraft Systems

- Pre- and Post-flight checks
- Electrical system (ammeter, voltmeter)
- Fuel system
- Warning lights (gen, start, canopy)

### Emergency Procedures

- Lost procedures
- Diversion
- Radio Failure

## N490 CHECKRIDE

### GENERAL

- **Student Responsibility.** Refer to this section when planning for the N490 checkride. Do not hesitate to clarify any expectations with the check pilot prior to flight.
- **Desired altitudes and headings.** Several of your maneuver grades are based on “desired” altitudes and headings that are left to your discretion as you set up the maneuver. **TECHNIQUE:** state desired altitudes aloud to ensure that your intentions are clear for the check pilot.
- **Directing Mission Accomplishment.** The student is responsible for directing the accomplishment of required maneuvers, maintaining area orientation, ensuring mission timing (route entry timing, etc), proper navigation and communication, and completion of appropriate tasks/checklists to successfully accomplish the mission.
- **Monitoring Area Maneuvers.** The student is responsible for monitoring the proper configuration, airspeed and altitude for each sampled maneuver. Additionally, the student is responsible for all checklist accomplishment, callouts, challenge and response, and other non-flying actions required for the maneuver.
- **Monitoring Pattern Work.** The student is responsible for monitoring all pattern work, checklist accomplishment and callouts as delineated in the Local Flying Procedures. The check pilot will make required radio calls to Pueblo Tower when acting as the Pilot Flying (PF). The student should clear for traffic and callout position and sequence of potential conflicts in the pattern.

### MANEUVER-SPECIFIC ROE

- **Steep Turns.** Monitor one 360° steep turn at the desired altitude, in the direction chosen by the student.
- **Slow Flight.** Flap setting as specified in the checkride profile. Monitor straight-and-level, unaccelerated flight at the desired altitude and heading. Monitor a level turn in each direction, each with approximately 30° of heading change.
- **Power-on and Power-Off Stalls.** Monitor one turning stall or straight-ahead stall as specified in the checkride profile. The direction of turn (if required) is at the student’s discretion.
- **Ground Reference Maneuver.** Monitor one ground reference maneuver, as specified in the checkride profile.
- **Go-Around.** Monitor one pattern go-around from a final approach with flaps LDG.
- **No-Flap Approach/Landing.** Monitor one no flap landing (touch-and-go).
- **Pattern SFL.** Monitor one pattern SFL (touch-and-go, full-stop, or low approach).
- **Normal Approach/Landing.** Monitor one normal landing (touch-and-go, full-stop, or low approach).

### N490 CHECKRIDE PROFILES

Your flight commander, assistant flight commander, or USEM can assign one of the checkride profiles below:

Maneuvers	Roll 1	Roll 2	Roll 3	Roll 4	Roll 5	Roll 6
Steep Turn	L or R				L or R	L or R
Slow Flight		LDG	CRUISE	LDG		
Power On Stall		Turning		Straight		Straight
Power Off Stall	Straight		Turning		Turning	
Ground Ref. Man.	S-Turn	TAAP	TAAP	S-Turn	S-Turn	TAAP
Go-Around	✓		✓	✓		✓
No-Flap Approach/Landing		✓			✓	
Pattern SFL	✓		✓	✓		✓
Normal Landing (+)	✓	✓	✓	✓	✓	✓

## N490 GROUND EVALUATION

**Situational EP.** The student will accomplish one tabletop EP. Complex situations beyond the scope of training will be avoided. The emergency will be related to situations the student might experience during ground operations or on the VNAV route, such as the following:

- Engine fire on the ground
- Electrical fire on the ground
- Engine malfunction/stoppage on VNAV route
- Engine fire/electrical fire on VNAV route

**General Knowledge Topics.** During ground evaluation, the check pilot will ask a cross-section of general knowledge questions that cover topics required to safely operate as a crew-member in the DA20-C1. Specific questions are at the check pilot's discretion, but the following knowledge areas will be emphasized:

### Airspace

- Airspace (A,B,C,D,E,G), including entry requirements, VFR weather minimums, cloud clearance, and how to identify airspace boundaries/dimensions on a sectional or TAC chart
- Airspeed limitations in B, C, and D above and below 10,000 MSL
- Minimum altitudes
- MOAs, restricted areas, prohibited areas, IR routes

### Ground Operations

- Pre-flight/post-flight inspections
- Oil and fuel quantity limits
- Pitot-static system
- Common airworthiness issues
- DA20-C1 antenna locations
- Taxi speed limits and restrictions

### Route Abort Procedures

- Glide capability
- Landing site selection
- Checklists
- Communication
- ELP profile

### Weather

- METAR and TAF
- Wind shear

### DA20-C1 Ops Limits

- Airspeeds
- Starter limitations
- Weight limitations
- Prohibited maneuvers
- Fuel limits
- Engine temperature/pressure ranges
- Wind limits: total wind, crosswind, tailwind

### Emergency Procedures

- Lost procedures
- Diversion
- Radio failure
- Flap system malfunction

### DA20-C1 Aircraft Systems

- Pre- and Post-flight checks
- Electrical system (ammeter, voltmeter)
- Fuel system
- Warning lights (gen, start, canopy)