



FLIGHT TRAINING EVALUATION AND GRADING:

Evaluation of a pilot trainee's ability to perform individual maneuvers or tasks, as well as overall progress, will be recorded in a flight records log following each dual instructional period.

This record will be in addition to the pilot log book and will be retained for a minimum of three (3) years from date of student's last day of training.

I. INDIVIDUAL MANEUVER GRADING:

The following rating scale will be used by flight instructors to evaluate performance of each individual maneuver or procedure attempted during dual flight instruction period. This is an absolute rating scale with performance being judged against the perfectly performed maneuver.

- Grade Scale:
- (1) Excellent
 - (2) Above Average
 - (3) Average
 - (4) Below Average
 - (5) Below Acceptable Standards

(1) Excellent – the student performed the operation, maneuver, or assigned task to near zero tolerances quickly and efficiently with a proficient degree of: planning, coordination, smoothness, and airmanship, which left little room for improvement.

(2) Above Average – the student performed the operation, maneuver, or assigned task well within accepted standards; demonstrating a well developed sense of aircraft control, coordination, and knowledge.



(3) Average – the student easily performed the operation, maneuver, or assigned task within the minimum standards as set forth in the appropriate FAA Practical Test Standards. Minor errors, whether attributed to extenuating circumstances or not, were readily recognized and corrected in a proper manner. Repeated attempts to achieve satisfactory results were the exception rather than the rule.

(4) Below Average – the student was able to perform the operation, maneuver, or assigned task within only the minimum standards as set forth in the appropriate FAA Practical Test Standards Publication or to a minimum level of performance that is normally accepted for a training maneuver. Repeated attempts to satisfy these minimum standards were required.

(5) Below Acceptable Standards – the student lacked sufficient knowledge, skill, or ability to perform the operation, maneuver, or assigned task without assistance. Examples are: failure to achieve the stated objective of the maneuver for whatever reason; obvious or gross lack of control, or any loss of control to the extent which required the instructor to take over the controls in order to maintain safety of flight.

The amount or type of previous training should not be considered when grading a maneuver. When the student is first introduced to a maneuver, that individual is likely to receive a 5 or 4. This does not mean that he/she is not progressing normally. The individual will not be expected to perform with the same degree for precision as he/she will later in their training. With continued practice, the quality of performance should improve appreciably with grades of 3, being minimum goal of the student. This ability to increase proficiency through transfer of previously learned skills will be reflected by an overall progress grade assigned for each dual flight instruction period entered in the “Flight Lesson Average Grade.” Grades will be entered as whole numbers. Fractions of a number are not used.



II. PRE - SOLO:

During pre-solo training, all grading and evaluation will be based upon the accuracy of control and safe operating procedures required for the first solo flight.

III. PRACTICAL TEST RECOMMENDATION:

A minimum grade of 3 (average) must be consistently achieved in each maneuver required for an FAA practical test. An instructor may not recommend anyone for a FAA practical test who has not achieved this consistency of performance or proficiency. In addition, since training is conducted according to 14 CFR Part 141, the student must have passed the final stage ride before recommendation.

STAGE CHECK PROCEDURES:

14 CFR Part 141 establishes that a stage check administered during a course of instruction be satisfactorily completed as a measure of the quality of training presented. In order to maintain and promote a high level of pilot competency and proficiency, students must achieve a minimum grade competency and proficiency of 80% on all flight tests and checks for course graduation. Special emphasis will be placed upon areas of aircraft operation, which are most critical to flight safety. Among these areas are: correct aircraft control, cockpit resource management, and sound judgment in decision making.

The following procedures will be adhered to for all students enrolled in U. S. Flight Academy:

- I. Each stage check, required by the syllabus, will be administered when called for by the hours of instruction received. However, a 10% increase in dual time will be acceptable to allow for individual differences in aptitude, ability, or rate of progress. If a student, with the concurrence of his/her instructor, feels he/she has little chance of passing a stage check, the individual may request counseling. As a result of this



counseling the Chief Instructor may, at his/her discretion, grant additional instruction in order to better prepare the student for the stage check. This additional instruction normally will not exceed three (3) to four (4) flight hours. After completing the remedial instruction, the student will undergo the regular stage check or receive further counseling by the Chief Instructor. This will be recorded in the student's flight records log along with an explanation for the added time and will be acknowledge by the student, indicating he/she concurs.

II. It is the responsibility of each flight instructor to schedule stage checks at least 24 to 48 hours, (1 to 2 days), in advance of his/her student being ready for a stage check. A stage check should normally not be conducted on Mondays. A duty stage checks pilot, (or pilots), will be assigned to conduct stage check(s) on Saturdays as needed to satisfy scheduling requirements.

III. Each required maneuver or procedure will be given a number grade in the student's flight records log. An overall performance evaluation will be assigned in the form of a percentage grade. The minimum passing grade on any stage check is 80 percent (80%). All stage checks must be passed in order to receive a graduation certificate. Any one maneuver or procedure graded 5 will mean the entire stage check has been failed. When in the judgment of the check pilot a clear pattern or weakness is recognized, with generally three or more grades of 4 then the stage check will be considered failed.

IV. Any failed stage check must be retaken after one (1) additional dual instruction flight or when up to a maximum of four (4) hours of instruction has been received. Retesting will be limited to only those items graded four (4) or five (5). However, if the first retake of the stage check is failed, the entire stage check must be repeated on



the third attempt excluding any oral part of the test previously completed. The items requiring retesting subsequent to the third attempt will be decided upon by a Review Board consisting of at least the Chief Instructor and the student's instructor. Normally, when weakness has been shown in only one area, the Review Board may decide to limit retesting to that area or section.

V. It will be the responsibility of the instructor to insure that each student has a thorough understanding of the items on which he/she will be tested and that each maneuver has been demonstrated and sufficient time allowed for flight practice as well as time allowance for texts, manuals, and ground school study.

VI. The Chief Instructor will review the results of each stage check. When a stage check has been failed by the student it is the responsibility of the instructor to personally review the student's performance with the Chief Instructor before scheduling further instruction with the student.

IV. UNSATISFACTORY PROGRESS:

A student is considered to having unsatisfactory progress when the student:

(1) Does not obtain at least a grade of three (3) for a particular exercise or maneuver repeated three (3) times.

or

(2) Does not complete the required ground training in a stage as required by the syllabus prior to proceeding to the next stage.

PROBATIONARY PERIOD:

Upon written notification of unsatisfactory progress, the student is placed on probation of thirty (30) days in which time the student must show satisfactory progress.



INTERRUPTION OF UNSATISFACTORY PROGRESS:

A student will be interrupted for unsatisfactory progress when any one of the items listed under “Unsatisfactory Progress” occurs during the probationary period. The student will be interrupted from the course and reported to the Administration Office as making unsatisfactory progress.

RE-ENTRANCE OF INTERRUPTED STUDENT:

A student may be allowed re-entrance upon satisfactorily giving good cause acceptable to the Chief Instructor.