



Pilot Career Solutions

Private Pilot Syllabus Workbook

The fillable companion to the free Private Pilot Syllabus: a lesson sheet for every one of the 38 lessons, a progress tracker against 14 CFR 61.109, personal-minimums and risk worksheets, simulator profile cards, and radio-call cards.

Edition 1.3 · September 2026

This is a training record, not a logbook. It does not replace 14 CFR 61.51 logbook entries or the instructor endorsements in AC 61-65K.

Fill it in on a tablet or print it. Every page is a form: tap a box to type, tap a square to check. Take the day's sheet to the airplane.

This book is free.

Scan for your own copy, the syllabus,
and the guide.

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START HERE

How to use this workbook

Each lesson in the syllabus has a two-part sheet here. The top half is done before you arrive: tick each study reference as you read it and record the simulator profile. The bottom half is filled in after the lesson: each ACS task marked met or repeat, the completion standards ticked, and an honest debrief. Your instructor initials the sheet. Over a training course this becomes a record that answers the question every student eventually asks: 'What have I actually done, and what is left?'

The progress tracker and the hours tracker on the next pages answer that question in one glance. Update them after every flight, not at the end of the month.

Print single-sided; sheets go in a binder in lesson order. On a tablet, open the PDF in an app that saves form fields (most do), and keep one copy per lesson attempt.

Before every lesson, run the five items below. If any is a no, tell your instructor before you get to the airplane.

- ☐ I have read the study assignment and can explain each ACS Knowledge element in my own words.
- ☐ I have flown the SIM profile (if one is listed) and written down what went wrong.
- ☐ I know the completion standards for today's tasks and the numbers I will be held to.
- ☐ I have run IMSAFE on myself and PAVE on the flight, and I have written down one risk and how I will mitigate it.
- ☐ I have the airport diagram, the POH checklist, and this lesson page with me.

**SET ONCE, REVISE DELIBERATELY**

Personal minimums worksheet

Your minimums are numbers you decide on the ground, in advance, when nobody is waiting. Fill in the day and night columns. Raise them whenever you like; lower them only after a conversation with your instructor, never at the airport with the airplane fueled.

Condition	Day, local	Day, cross-country	Night
Minimum ceiling (ft AGL)			
Minimum visibility (SM)			
Maximum surface wind (kt)			
Maximum crosswind component (kt)			
Maximum gust spread (kt)			
Fuel reserve on landing (gal / min)			
Latest departure time / duty day (hr)			
Density altitude limit (ft)			
Runway length minimum (ft)			

STUDENT SIGNATURE**CFI SIGNATURE / DATE**

PAVE — before every flight

Write one real risk for each letter and what you will do about it. 'None' is not an answer.

Pilot (IMSAFE: illness, medication, stress, alcohol, fatigue, emotion)

Aircraft (fuel, airworthiness, equipment, performance for today's conditions)

enVironment (weather, terrain, airspace, airport, night, runway)

External pressures (schedule, passengers, 'get-there-itis', money)

3P — perceive, process, perform

Hazards I perceived / how I processed them / what I performed differently:



ALL 38 LESSONS

Progress tracker

Tick as you go. Repeats are normal; note them in the last column.

Code	Lesson	Study	Sim	Done	To std	Date(s)	Repeats / CFI
Stage 0 - Foundations before the first flight							
G1	Safety, aeronautical decision-making, and risk management	☐	—	☐	☐		
G2	How an airplane flies: principles of flight, aerodynamics, and the controls	☐	☐	☐	☐		
G3	Aircraft systems, flight instruments, and the POH	☐	☐	☐	☐		
G4	Regulations, documents, airspace basics, and the airport	☐	—	☐	☐		
Stage 1 - Pre-solo: learning to fly the airplane							
F1	Preflight, taxi, and the discovery flight	☐	☐	☐	☐		
F2	The four fundamentals and trim	☐	☐	☐	☐		
F3	Energy management, slow flight, and the first look at stalls	☐	☐	☐	☐		
F4	Power-on and power-off stalls to ACS standards, spin awareness	☐	☐	☐	☐		
F5	Ground reference maneuvers and wind	☐	☐	☐	☐		
F6	Airport operations, radio communications, and the traffic pattern	☐	☐	☐	☐		
F7	Normal takeoffs and landings, go-arounds	☐	☐	☐	☐		
F8	Crosswind takeoffs and landings	☐	☐	☐	☐		
F9	Emergency procedures: engine failure, emergency descent, systems malfunctions	☐	☐	☐	☐		
F10	Basic instrument maneuvers (hood work)	☐	☐	☐	☐		
C1	Pre-solo knowledge test and stage check	☐	☐	☐	☐		
F11	First solo	☐	—	☐	☐		
F12	Solo practice: pattern and maneuvers review	☐	—	☐	☐		
Stage 2 - Cross-country: navigation, weather, night, and solo cross-countries							
G5	Weather theory and weather services	☐	—	☐	☐		
G6	Airspace, charts, and the Chart Supplement	☐	—	☐	☐		
G7	Cross-country planning, performance, and weight and balance	☐	☐	☐	☐		
G8	Aeromedical factors and human factors	☐	—	☐	☐		
C2	FAA knowledge test (the written)	☐	—	☐	☐		
F13	Dual cross-country #1	☐	☐	☐	☐		
F14	Dual cross-country #2 (long), diversion and lost procedures	☐	☐	☐	☐		
F15	Night flight: preparation, pattern work, and ten full-stop landings	☐	☐	☐	☐		
F16	Night cross-country (more than 100 nm)	☐	—	☐	☐		
F17	Instrument time, radio navigation, and radar services	☐	☐	☐	☐		
F18	Solo cross-country #1	☐	☐	☐	☐		
F19	Solo cross-country #2 (the 150-nm flight)	☐	☐	☐	☐		
F20	Solo towered-airport landings and remaining solo time	☐	—	☐	☐		

Code	Lesson	Study	Sim	Done	To std	Date(s)	Repeats / CFI
Stage 3 - Checkride preparation							
F21	Short-field and soft-field takeoffs and landings	☐	☐	☐	☐		
F22	Steep turns and the forward slip to ACS standards	☐	☐	☐	☐		
F23	Maneuvers review to ACS standards	☐	☐	☐	☐		
F24	Emergency operations drill and systems review	☐	—	☐	☐		
C3	Mock oral exam	☐	—	☐	☐		
F25	Mock checkride flight	☐	☐	☐	☐		
F26	Final polish and endorsements	☐	—	☐	☐		
C4	The practical test: oral exam and flight	☐	—	☐	☐		



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**AUDIT IT EARLY, NOT THE WEEK OF THE CHECKRIDE**

Hours tracker against 14 CFR 61.109(a)

Update after every flight from your logbook. The 'Remaining' column is the honest answer to 'how much longer'.

Requirement	Required	Logged	Remaining	Date met
Total flight time	40			
Dual instruction (total)	20			
Dual cross-country	3			
Dual night, incl. a >100 nm night XC and 10 full-stop night landings	3			
Dual instrument (hood)	3			
Dual within the 2 calendar months before the checkride	3			
Solo (total)	10			
Solo cross-country	5			
Solo 150 nm XC, 3 full-stop points, one leg >50 nm straight-line	1 flight			
Solo full-stop landings at a towered airport (each in the pattern)	3			
Night full-stop landings (dual)	10			
Knowledge test passed (date / score)	70%+			
Pre-solo knowledge test (61.87(b))	pass			
Solo endorsement (61.87(n)), renewed every 90 days	current			

Aeronautical experience is the floor, not the goal. The national average to the checkride is 60-75 hours; plan for that and celebrate if you beat it.



Endorsement register

Your initials and your instructor's initials on the lesson sheets record that training happened. They are not endorsements. Each item below must be written and signed by your instructor in your logbook, using the sample wording in FAA Advisory Circular 61-65K, Certification: Pilots and Flight and Ground Instructors (November 14, 2025), Appendix A. The template numbers are from that appendix; the FAA rennumbers when it revises the circular, so check the current AC if a later edition has been issued.

Endorsement	Regulation	AC 61-65K	Date given	CFI certificate no.
Pre-solo aeronautical knowledge test reviewed and corrected to 100% before F11	14 CFR 61.87(b)	A.3		
Pre-solo flight training in the make and model, all 61.87(d) items covered (incl. the forward slip to a landing and collision, windshear, and wake turbulence avoidance) before F11	14 CFR 61.87(c)(1), (2)	A.4		
Pre-solo flight training at night N/A — no night solo in this syllabus	14 CFR 61.87(o)	A.5	N/A	
Solo flight, first 90-day period (make and model) before F11	14 CFR 61.87(n)	A.6		
Solo flight, each additional 90-day period when the 90 days run	14 CFR 61.87(p)	A.7		
Solo takeoffs and landings at another airport within 25 nm F20 if the towered airport is not your home field	14 CFR 61.93(b)(1)	A.8		
Solo cross-country: category, and make and model before F18	14 CFR 61.93(c)(1), (2)	A.9		
Solo cross-country: each specific flight (route, weather, and planning reviewed) before every solo cross-country (F18, F19)	14 CFR 61.93(c)(3)	A.10		
Repeated solo cross-country flights of not more than 50 nm if used	14 CFR 61.93(b)(2)	A.11		
Solo flight in Class B airspace / at a Class B airport only if your solo work is in Class B	14 CFR 61.95(a), (b)	A.12, A.13		
Knowledge test: home-study or instructor review complete, prepared for the test before C2	14 CFR 61.35(a)(1), 61.103(d), 61.105	A.36		
Practical test prerequisites: training received within the 2 calendar months before the month of the test, prepared for the test before C4	14 CFR 61.39(a)(6)(i), (ii)	A.1		
Practical test: the required training and aeronautical experience before C4	14 CFR 61.103(f), 61.107(b), 61.109	A.37		
Knowledge-test report deficiencies reviewed and corrected before C4	14 CFR 61.39(a)(6)(iii)	A.2		

Not endorsements, but check them too: student pilot certificate in hand, a current medical or BasicMed, and the photo ID your examiner will ask for. Not on this list on purpose: 14 CFR 61.94 (A.15, A.16), which applies only to student pilots seeking a sport or recreational certificate; your solo at a towered airport is authorized by the solo endorsement above.

**SAY IT OUT LOUD BEFORE YOU PRESS THE KEY**

Radio call cards

Every call: who you are calling, who you are, where you are, what you want. Fill in your airport, your tail number, and your ATIS letter, then read these until they are boring.

ATIS / weather	Listen first. Write: ATIS letter, wind, altimeter, runway in use.
Ground, taxi	'[Airport] Ground, Skyhawk [tail], at [location] with information [letter], request taxi, [closed traffic / departure to the north].'
Ready for departure	'[Airport] Tower, Skyhawk [tail], holding short Runway [xx], ready for departure, closed traffic.' Read back: 'Cleared for takeoff Runway [xx], make left closed traffic, Skyhawk [tail].'
Reporting downwind (if asked)	'Skyhawk [tail], midfield downwind, Runway [xx], touch and go.'
Non-towered pattern (CTAF)	'[Airport] traffic, Skyhawk [tail], entering left downwind Runway [xx], [Airport].' Then base, then final, then 'clear of Runway [xx].'
Departing the pattern	'Skyhawk [tail], departing to the [direction], [altitude].'
Flight following	'[Facility] Approach, Skyhawk [tail], [position], [altitude], request flight following to [destination], type Cessna 172 slant Golf.'
Inbound to a towered airport	'[Airport] Tower, Skyhawk [tail], [distance] miles [direction], [altitude], with information [letter], inbound for landing, full stop.'
Non-towered departure (self-announce)	'[Airport] traffic, Skyhawk [tail], departing Runway [xx], [upwind / crosswind], [direction of flight], [Airport].' Announce on upwind and again turning crosswind; keep announcing every leg while you are in the pattern.
Lost (position uncertain, radio working)	The four Cs: '[Facility], Skyhawk [tail], I am unsure of my position, [last known], [altitude], request assistance.' Use the last frequency you had, or 121.5. Keep your transponder code unless ATC assigns one; squawk 7700 only if it has become an emergency (fuel, weather, darkness closing in).
Radio failure	Squawk 7600. Try the other radio, the headset jacks, the audio panel, and 121.5. At a towered field, watch for light-gun signals; at a non-towered field, self-announce in the blind and fly the standard pattern.

MY AIRPORT / CTAF**TOWER / GROUND FREQ****TAIL NUMBER**



Simulator profile cards

S1 • Meet the airplane (prepares G2 — How an airplane flies: principles of flight, aerodynamics, and the controls)

S1 - Meet the airplane. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Start on the runway. Do not take off. Identify every instrument and control from the PHAK chapter 8 diagram, move each control and watch the surfaces (outside view), set trim, run the flaps through 0-10-20-30 degrees, set 1,000 rpm and taxi to the run-up area and back using the airport diagram. Practice looking outside 90 percent of the time.

Numbers I flew / what to fix:

S2 • Cold and dark start (prepares G3 — Aircraft systems, flight instruments, and the POH)

S2 - Cold and dark start. Load your saved cold-and-dark flight (Appendix A). Run the POH Before Start, Engine Start, Before Taxi, and Run-Up checklists out loud from the kneeboard: master on, beacon, mixture rich, throttle cracked, prime as required, clear prop, start; check oil pressure within 30 seconds; avionics on; taxi; run-up at 1,800 rpm, magneto check (drop within limits, no more than 50 rpm differential), carb heat (if equipped), instruments checked and set. Shut down with the checklist. Repeat until the flow is automatic.

Numbers I flew / what to fix:

S3 • Ground operations (prepares F1 — Preflight, taxi, and the discovery flight)

S3 - Ground operations. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Start cold and dark at the ramp. Full start checklist. Get the ATIS from the built-in ATC panel, call Ground for taxi, and taxi the exact route to the run-up area using the printed airport diagram, reading back every hold-short. Run-up by checklist. Taxi back and shut down. Do it twice; the second time say every radio call before you press the key.

Numbers I flew / what to fix:

S4 • Four fundamentals at altitude (prepares F2 — The four fundamentals and trim)

S4 - Four fundamentals at altitude. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Start on the runway, take off (full power, rotate 55 KIAS, climb 74 KIAS), climb to 3,000 ft above the airport. Fly two minutes each of: straight-and-level trimmed hands-off at 2,300 rpm; a 500 fpm climb at 74 KIAS; a 500 fpm descent at 90 KIAS with 2,000 rpm; standard-rate turns left and right through 180 degrees holding altitude within 100 ft. Say your power settings out loud. Land however you can; landings are not the point yet.

Numbers I flew / what to fix:

S5 · Slow flight and stalls (prepares F3 — Energy management, slow flight, and the first look at stalls)

S5 - Slow flight and stalls. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Climb to 3,500 ft above the airport. Clearing turns. Slow flight: power 1,500 rpm, flaps 30 in stages, pitch to hold altitude, then power to hold 55 KIAS with the stall horn just silent; fly straight, then 10-degree banked turns; recover. Power-off stall: 1,500 rpm, flaps 30, 65 KIAS descent, then power idle and pitch up steadily until the break; recover at the first indication with pitch to reduce AOA, full power, flaps to 20, positive rate, flaps up. Note: the simulator's stall behavior is a cartoon of the real thing; the purpose here is the sequence of actions, not the feel.

Numbers I flew / what to fix:

S6 · Stall series (prepares F4 — Power-on and power-off stalls to ACS standards, spin awareness)

S6 - Stall series. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. At 3,500 ft above the airport: two power-off stalls (landing configuration, wings level, then in a 20-degree bank) and two power-on stalls (takeoff configuration, 65 KIAS, full power, pitch up until the break, recover). Say the recovery steps out loud each time.

Numbers I flew / what to fix:

S7 · Ground reference with wind (prepares F5 — Ground reference maneuvers and wind)

S7 - Ground reference with wind. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Set weather to Custom with a 10-knot surface wind. Descend to 800 ft AGL over open terrain. Fly a rectangular course around a field, S-turns across a straight road, and turns around a water tower, steepest bank on the downwind side. Use the outside view; the point is the ground track, not the instruments.

Numbers I flew / what to fix:

S8 · The traffic pattern (the core profile) (prepares F6 — Airport operations, radio communications, and the traffic pattern)

S8 - The traffic pattern (the core profile). Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Start at the ramp cold and dark. ATIS, taxi call, run-up, takeoff clearance with 'closed traffic'. Fly six patterns: rotate 55, climb 74 KIAS; crosswind turn past the departure end within 300 ft of pattern altitude; downwind at pattern altitude, 2,100-2,200 rpm, 90 KIAS, runway half to three-quarters of a mile off the wing; abeam the numbers 1,500 rpm, flaps 10, 80 KIAS; base at 45 degrees past the threshold, flaps 20, 70-75 KIAS; final flaps 30, 65 KIAS, stabilized by 500 ft AGL or go around; touch-and-go: flaps 10, trim, full power. Fly at least two intentional go-arounds: full power, flaps 20, positive rate, flaps 10, then up. Say every radio call. Last pattern full stop, taxi, shutdown.

Numbers I flew / what to fix:

Sim profile for F7 (prepares F7 — Normal takeoffs and landings, go-arounds)

S8 again, with emphasis on the stabilized-approach gate at 500 ft AGL and calling 'go around' out loud at least twice per session. Add: pick a touchdown aim point (the 1,000-ft markers) before turning final and grade yourself on it.

Numbers I flew / what to fix:

S9 · Crosswinds (prepares F8 — Crosswind takeoffs and landings)

S9 - Crosswinds. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Weather Custom: 10 knots from 30 degrees left of the runway, then 15 knots at 45 degrees. Takeoff with full aileron into the wind reducing as speed builds; landings with the sideslip established on final, upwind main touching first, aileron increased through the rollout. Compute the crosswind component for each before you fly it.

Numbers I flew / what to fix:

S10 · Engine failures (prepares F9 — Emergency procedures: engine failure, emergency descent, systems malfunctions)

S10 - Engine failures. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. At 3,000 ft AGL pull the throttle to idle without warning (or arm an engine failure before the flight: MSFS 2024 and 2020 use the Failures tab of the aircraft selection screen; FSX uses Aircraft > Failures): pitch for best glide 68 KIAS, trim, pick a field into the wind, restart flow (fuel selector BOTH, mixture rich, carb heat/alternate air, magnetos BOTH, primer locked), simulated mayday on 121.5 with position, squawk 7700, passenger brief, secure the engine, fly the pattern to the field, go around at 500 ft. Then engine failure at 300 ft after takeoff: pitch down immediately, land straight ahead within 30 degrees either side, no turn back. Repeat five times.

Numbers I flew / what to fix:

S11 · Instrument scan (prepares F10 — Basic instrument maneuvers (hood work))

S11 - Instrument scan. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Set weather to overcast 500 ft with 1 mile visibility so you are in cloud after takeoff (this is the sim doing what it does best). Climb to 3,000 ft: straight-and-level for three minutes holding altitude within 100 ft and heading within 10 degrees; constant-airspeed climb at 74 KIAS and descent at 90 KIAS; standard-rate turns to assigned headings using the turn coordinator and timing (3 degrees per second). Have a friend put the airplane in an unusual attitude (or use the sim's pause and re-position) and recover: nose high, add power, lower the nose, level wings; nose low, reduce power, level wings, then raise the nose.

Numbers I flew / what to fix:



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Sim profile for C1 (prepares C1 — Pre-solo knowledge test and stage check)

Fly S8 (pattern) and S10 (engine failures) once more.

Numbers I flew / what to fix:

S12 · First navigation leg (prepares G7 — Cross-country planning, performance, and weight and balance)

S12 - First navigation leg. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Plan a 40-60 nm leg to a nearby airport on the sectional with three checkpoints, compute headings and times for the sim's wind (set Custom winds aloft to match your plan, e.g. 270 at 15 at 3,000 ft). Fly it by pilotage and dead reckoning only: no GPS, no autopilot. Log actual time over each checkpoint against your plan. Open and close a flight plan with the built-in ATC and request flight following.

Numbers I flew / what to fix:

S13 · The whole trip (prepares F13 — Dual cross-country #1)

S13 - The whole trip. Fly the entire G7 round trip in the sim with the planned winds, flight plan opened with ATC, flight following requested, the destination arrival with ATIS and tower calls, and the return. Time every checkpoint.

Numbers I flew / what to fix:

S14 · Long trip with a diversion (prepares F14 — Dual cross-country #2 (long), diversion and lost procedures)

S14 - Long trip with a diversion. Plan a 100-nm-plus leg. Halfway, without warning (have someone pick the moment), divert to a different airport: turn toward it immediately, estimate the heading and distance on the chart with a thumb and the plotter, compute the time and fuel, and fly it. Land at a non-towered airport announcing on CTAF.

Numbers I flew / what to fix:

S15 · Night pattern (prepares F15 — Night flight: preparation, pattern work, and ten full-stop landings)

S15 - Night pattern. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 22:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Taxi with the airport diagram using taxiway lights (blue) and runway lights (white, with the color changes at the end); fly six patterns using the PAPI on every approach; practice a black-hole approach at an airport with no surrounding lights and note how it fools the eye.

Numbers I flew / what to fix:

S16 · Radio navigation under the hood (prepares F17 — Instrument time, radio navigation, and radar services)

S16 - Radio navigation under the hood. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. with overcast 300 ft. Climb into cloud, track a VOR radial to the station and outbound, intercept and track a course to a fix, then request vectors to a VFR airport from FSX ATC and follow them to a breakout at 1,000 ft. Practice the phraseology of declaring an emergency and asking for vectors to VFR conditions.

Numbers I flew / what to fix:

S17 · Rehearse the exact route with today's forecast winds, including the arrival and departure at the destination (prepares F18 — Solo cross-country #1)

S17 - Rehearse the exact route with today's forecast winds, including the arrival and departure at the destination.

Numbers I flew / what to fix:

S18 · The whole 150-nm route with three landings, in the sim, with forecast winds (prepares F19 — Solo cross-country #2 (the 150-nm flight))

S18 - The whole 150-nm route with three landings, in the sim, with forecast winds.

Numbers I flew / what to fix:

S19 · Short and soft (prepares F21 — Short-field and soft-field takeoffs and landings)

S19 - Short and soft. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. Short-field takeoff: flaps 10, brakes held, full power, release, rotate 51-55, climb 56 KIAS to 50 ft then Vy. Short-field landing: 61 KIAS flaps 30, aim point, touchdown with minimal float, flaps up and maximum braking. Soft-field: yoke full aft to start, lift the nose early, accelerate in ground effect; landing with power through the flare, nose held off. Ten of each.

Numbers I flew / what to fix:

S20 · Steep turns (prepares F22 — Steep turns and the forward slip to ACS standards)

S20 - Steep turns. Simulator: Cessna 172 Skyhawk with the steam-gauge panel, your home airport, clear weather, wind calm, 10:00 local, realism at true-to-life settings, crash detection on. Profiles are written for Microsoft Flight Simulator 2024 (Appendix C); Appendix B translates every menu name for MSFS 2020 and Appendix A for the older FSX, kept as a legacy option. At 3,500 ft AGL: clearing turns, then 360-degree turns at 45 degrees of bank each direction, adding about 100 rpm and back pressure entering, holding altitude within 100 ft and rolling out within 10 degrees of the entry heading. Then three approaches in a forward slip from 1,000 ft AGL to a landing.

Numbers I flew / what to fix:

S21 · Fly the maneuver sequence: steep turns, slow flight, power-off stall, power-on stall, emergency descent, engine failure, unusual attitudes, then the four landings (normal, crosswind, short, soft) and a go-around (prepares F23 — Maneuvers review to ACS standards)

S21 - Fly the maneuver sequence: steep turns, slow flight, power-off stall, power-on stall, emergency descent, engine failure, unusual attitudes, then the four landings (normal, crosswind, short, soft) and a go-around.

Numbers I flew / what to fix:

S22 · The checkride flight: depart on the planned cross-country, two checkpoints, divert, steep turns, slow flight, stalls, emergency descent, engine failure, hood work with unusual attitudes, return for the four landings and a go-around (prepares F25 — Mock checkride flight)

S22 - The checkride flight: depart on the planned cross-country, two checkpoints, divert, steep turns, slow flight, stalls, emergency descent, engine failure, hood work with unusual attitudes, return for the four landings and a go-around.

Numbers I flew / what to fix:



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**Stage 0 - Foundations before the first flight**

G1 · Safety, aeronautical decision-making, and risk management

G1**Safety, aeronautical decision-making, and risk management**

Ground · 2.0 hr

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Understand why the FAA tests ADM on every task, and adopt the tools (PAVE, IMSAFE, 3P, DECIDE) you will use before every flight for the rest of your career. Learn why checklists are read, not recited.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 2 - Aeronautical Decision-Making
- ☐ Risk Management Handbook (FAA-H-8083-2A) — Chapters 1-3
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — Introduction and Appendix (Risk Management explained)
- ☐ Aeronautical Information Manual (AIM) — 8-1-1 Fitness for Flight

ACS TASKS THIS LESSON – MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.H Human Factors (ADM, hazardous attitudes)	☐	☐	
Risk Management elements of every ACS task	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Explain PAVE, IMSAFE, and 3P without notes and apply them to a scenario the instructor gives you.
- ☐ State the five hazardous attitudes and antidotes.
- ☐ Written personal-minimums sheet completed.

DEBRIEF – HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for G2. Install the simulator and set it up using Appendix A; you will need it for S1.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

G2**How an airplane flies: principles of flight, aerodynamics, and the controls**

Ground + S1 · 2.0 hr + 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Explain lift, drag, thrust, and weight; angle of attack and the stall; stability; left-turning tendencies; and what each control and trim does, so nothing in the airplane is a surprise.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 4 - Principles of Flight
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 5 - Aerodynamics of Flight
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 6 - Flight Controls
- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 1 - Introduction to Flight Training

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.F Performance and Limitations (knowledge)	☐	☐	
PA.VII Slow Flight and Stalls (knowledge foundations)	☐	☐	
Foundations for every maneuver in Areas IV, V, VII	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Explain each topic in plain English to the instructor without notes.
- ☐ S1 completed with the control-and-instrument tour written up.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for G3.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS



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**G3****Aircraft systems, flight instruments, and the POH**

Ground + S2 · 2.0 hr + 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Know the 172's engine, fuel, electrical, oil, flight instruments, and pitot-static system well enough to preflight them, start them, and recognize when they are lying to you.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 7 - Aircraft Systems
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 8 - Flight Instruments
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 9 - Flight Manuals and Other Documents
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 7 - Airplane and Systems Descriptions
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 4 - Normal Procedures

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.G Operation of Systems	☐	☐	
PA.II.C Engine Starting	☐	☐	
PA.IX.C Systems and Equipment Malfunctions (knowledge)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Explain each system from memory using the POH diagrams.
- ☐ S2: cold start to shutdown by checklist with no skipped items.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for G4. Bring questions about anything in Part 61 that seems unclear; it usually is.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS



G4

Regulations, documents, airspace basics, and the airport

Ground · 2.0 hr

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Know the rules you personally must follow as a student and private pilot, what makes the airplane legal, and how a towered and non-towered airport operates.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Federal Aviation Regulations (14 CFR) — 61.3, 61.23, 61.56, 61.57, 61.83-61.95, 61.103-61.113
- ☐ Federal Aviation Regulations (14 CFR) — 91.3, 91.7, 91.103, 91.113, 91.119, 91.203-91.215, 91.409, 91.417
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 14 - Airport Operations
- ☐ Aeronautical Information Manual (AIM) — Chapter 2 (lighting and marking) and 4-1-1 through 4-3-3 (ATC services, radio technique, airport operations)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — Areas I.A and I.B task tables

ACS TASKS THIS LESSON – MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.A Pilot Qualifications	☐	☐	
PA.I.B Airworthiness Requirements	☐	☐	
PA.III.A Communications, Light Signals, and Runway Lighting Systems (knowledge)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Answer the ACS I.A and I.B Knowledge elements without notes.
- ☐ Brief a taxi route on the diagram, naming every hot spot.
- ☐ Give the four-part radio call for taxi and takeoff correctly.

DEBRIEF – HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F1 and fly S3. Confirm your medical is in hand before scheduling F1.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**Stage 1 - Pre-solo: learning to fly the airplane**

F1 · Preflight, taxi, and the discovery flight

F1**Preflight, taxi, and the discovery flight**

Flight + S3 · 1.5 hr flight, 1.0 hr ground, 45 min sim

DATE	AIRCRAFT / SIM	N - NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Perform a complete preflight inspection by the POH checklist, manage the flight deck, start, taxi, and experience straight-and-level flight and gentle turns with the instructor demonstrating.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 2 - Ground Operations
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 3 - Aircraft Construction
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 4 - Normal Procedures
- ☐ Aeronautical Information Manual (AIM) — 4-3-18 through 4-3-20 (taxiing) and 7-4-1 (bird hazards)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — Area II tasks A, B, C, D, F

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.II.A Preflight Assessment	☐	☐	
PA.II.B Flight Deck Management	☐	☐	
PA.II.C Engine Starting	☐	☐	
PA.II.D Taxiing	☐	☐	
PA.II.F Before Takeoff Check	☐	☐	
PA.XII.A After Landing, Parking, and Securing	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Preflight completed by checklist with no items skipped; correct passenger briefing given.
- ☐ Taxi with correct control positions and speed, following the diagram.
- ☐ First look at the sight picture for level flight.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F2 and fly S4. Write down the sight picture for level flight in the 172 in your own words.

DUAL HRS

SOLO HRS

SIM HRS

STUDENT INITIALS

CFI INITIALS



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**F2****The four fundamentals and trim**

Flight + S4 · 1.3 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly straight-and-level, climbs, descents, and turns using outside references, with the airplane trimmed so that you are steering it rather than holding it.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 3 - Basic Flight Maneuvers
- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 4 - Energy Management
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 5 - Aerodynamics of Flight (turns, load factor)
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 4 - Normal Procedures (climb and cruise power settings)

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
Foundations of PA.V, PA.VII, PA.VIII (the ACS has no separate 'four fundamentals' task; every task assumes them)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Altitude within 100 ft and heading within 10 degrees in straight-and-level; airspeed within 10 knots in climbs and descents.
- ☐ Airplane trimmed after every change without being told.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for F3 and fly S5. Re-fly S4 if any tolerance was missed.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F3****Energy management, slow flight, and the first look at stalls**

Flight + S5 · 1.3 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly the airplane precisely at the bottom of its speed range with full control, understand what the controls feel like near the critical angle of attack, and recover from a power-off stall at the first indication.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 5 - Maintaining Aircraft Control: Upset Prevention and Recovery Training
- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 4 - Energy Management
- ☐ Advisory Circular (AC) — 61-67C Stall and Spin Awareness Training
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 2 (Vs0 40, Vs1 48 KIAS) and Section 4 (stall recovery)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — VII.A, VII.B, VII.D task tables

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.VII.A Maneuvering During Slow Flight	☐	☐	
PA.VII.B Power-Off Stalls (introduction)	☐	☐	
PA.VII.D Spin Awareness (knowledge)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Slow flight: altitude within 100 ft, heading within 10 degrees, airspeed plus 10 / minus 0 knots, bank within 10 degrees (ACS VII.A).
- ☐ Power-off stall recovery at the first indication with minimum altitude loss and coordinated controls.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for F4 and fly S6. Re-read AC 61-67.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F4****Power-on and power-off stalls to ACS standards, spin awareness**

Flight + S6 · 1.3 hr flight, 30 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Perform power-off and power-on stalls in the ACS configurations with coordinated recovery at the first indication, and demonstrate the spin-prevention discipline of coordinated flight.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 5 (power-on stalls, accelerated stalls, secondary stalls, spins)
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 5 - stalls and spins subsection
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — VII.B, VII.C, VII.D

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.VII.B Power-Off Stalls	☐	☐	
PA.VII.C Power-On Stalls	☐	☐	
PA.VII.D Spin Awareness	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS VII.B and VII.C: establish the correct configuration, maintain a specified heading plus or minus 10 degrees or bank plus or minus 10 degrees, recover at the first indication with coordinated use of controls, minimum altitude loss.
- ☐ Verbal spin recovery (PARE: Power idle, Ailerons neutral, Rudder opposite, Elevator forward) from memory.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F5 and fly S7.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F5****Ground reference maneuvers and wind**

Flight + S7 · 1.2 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly a constant ground track around a rectangular course, in S-turns across a road, and around a point by varying bank angle with wind, while dividing attention between the ground, traffic, and the instruments.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 7 - Ground Reference Maneuvers
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 16 - Navigation (wind and ground track basics)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — V.B

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.V.B Ground Reference Maneuvers	☐	☐	
PA.V.A Steep Turns (introduction)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS V.B: altitude within 100 ft, airspeed within 10 knots, constant radius or ground track, coordinated, correct entry.
- ☐ Steep turns introduced at 45 degrees of bank: the ACS numbers (altitude within 100 ft, airspeed within 10 knots, bank within 5 degrees, rollout within 10 degrees) are stated now and graded to by the second or third look, in Stage 3.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F6 and fly S8, which is the full traffic pattern profile. This is the most important sim session in Stage 1; fly it twice.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F6****Airport operations, radio communications, and the traffic pattern**

Flight + S8 · 1.3 hr flight, 60 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly a complete traffic pattern with correct entries, legs, altitudes, spacing, configuration changes, and radio calls at your home airport, with the instructor handling the landing flare.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 8 - Airport Traffic Patterns
- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 6 - Takeoffs and Departure Climbs (normal takeoff)
- ☐ Aeronautical Information Manual (AIM) — 4-3-2, 4-3-3, 4-3-4 (airport operations, traffic patterns, visual indicators), 4-2-1 through 4-2-4 (radio technique and phraseology), 4-3-13 (light signals)
- ☐ Advisory Circular (AC) — 90-66C Non-Towered Airport Flight Operations
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 14 - Airport Operations
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — III.A and III.B

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.III.A Communications, Light Signals, and Runway Lighting Systems	☐	☐	
PA.III.B Traffic Patterns	☐	☐	
PA.IV.A Normal Takeoff and Climb (introduction)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS III.B: pattern altitude within 100 ft, airspeed within 10 knots, proper spacing, correct entry and exit, awareness of other traffic.
- ☐ Every radio call complete on the first try.
- ☐ Collision avoidance, windshear avoidance, and wake turbulence avoidance briefed before the flight and applied in the pattern (61.87(d)(7)); the instructor logs all three.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for F7 and fly S8 again with two more go-arounds.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F7****Normal takeoffs and landings, go-arounds**

Flight + S8 · 1.3 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Land the airplane: stabilized approach, roundout, flare, touchdown on the main wheels on the centerline, and a rollout under control; and go around without hesitation when the approach is not stabilized.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 9 - Approaches and Landings
- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 6 - Takeoffs and Departure Climbs
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 4 (normal landing 60-70 KIAS flaps 30; balked landing procedure)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — IV.A, IV.B, IV.N

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.IV.A Normal Takeoff and Climb	☐	☐	
PA.IV.B Normal Approach and Landing	☐	☐	
PA.IV.M Forward Slip to a Landing (introduction; required before solo, 61.87(d)(14))	☐	☐	
PA.IV.N Go-Around/Rejected Landing	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS IV.B: stabilized approach at the recommended speed (or 1.3 Vs0) plus 10 / minus 5 knots, touchdown at a proper pitch attitude within 400 ft beyond the specified point, no side drift, longitudinal axis aligned with the centerline.
- ☐ ACS IV.N: go-around initiated promptly, power, flaps retracted per the POH, Vy plus 10 / minus 5.
- ☐ Forward slip to a landing demonstrated and flown with the instructor before solo (61.87(d)(14)); the instructor logs it. Refined to ACS IV.M standards in Stage 3.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Fly S8 with a 10-knot wind 30 degrees off runway heading (Appendix A weather setup) before F8.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F8****Crosswind takeoffs and landings**

Flight + S9 · 1.3 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Take off and land with a crosswind using the sideslip technique, holding the centerline with the upwind wing down and the nose straight with rudder, within the airplane's demonstrated crosswind component.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 6 (crosswind takeoff) and Chapter 9 (crosswind approach and landing, sideslip and crab methods)
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 11 - Aircraft Performance (crosswind component chart)
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 4 (maximum demonstrated crosswind 15 knots)

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.IV.A Normal and Crosswind Takeoff and Climb	☐	☐	
PA.IV.B Normal and Crosswind Approach and Landing	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Same as IV.A and IV.B, with the airplane's longitudinal axis aligned with the runway at touchdown and no side drift, in an actual crosswind.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for F9 and fly S10.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

F9**Emergency procedures: engine failure, emergency descent, systems malfunctions**

Flight + S10 · 1.3 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME
GROUND / BRIEF				

OBJECTIVE

Execute the memory items and checklists for an engine failure at altitude and in the pattern, an emergency descent, and the common systems malfunctions (electrical, oil pressure, carb ice or induction, pitot-static), and choose a landing site quickly.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 18 - Emergency Procedures
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 3 - Emergency Procedures
- ☐ Aeronautical Information Manual (AIM) — 6-1-1 through 6-3-4 (emergency procedures, transponder 7700, 121.5)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — IX.A through IX.D

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.IX.A Emergency Descent	☐	☐	
PA.IX.B Emergency Approach and Landing (Simulated)	☐	☐	
PA.IX.C Systems and Equipment Malfunctions	☐	☐	
PA.IX.D Emergency Equipment and Survival Gear	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS IX.B: establish and maintain best glide plus or minus 10 knots, select a suitable landing area, complete the checklist, fly a pattern to the selected area.
- ☐ Memory items recited without hesitation on the ground.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for F10 and fly S11. Instrument flying in the sim is one of the best uses of it.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F10****Basic instrument maneuvers (hood work)**

Flight + S11 · 1.5 hr flight (at least 1.3 under the hood), 60 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Control the airplane solely by reference to instruments: straight-and-level, constant-airspeed climbs and descents, turns to headings, and recovery from unusual attitudes, so that an inadvertent cloud is survivable.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Instrument Flying Handbook (FAA-H-8083-15B) — Chapter 3 - Flight Instruments (review) and Chapter 4 - Airplane Attitude Instrument Flying
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 8 - Flight Instruments (review) and Chapter 17 (spatial disorientation)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — VIII.A through VIII.E

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.VIII.A Straight-and-Level Flight	☐	☐	
PA.VIII.B Constant Airspeed Climbs	☐	☐	
PA.VIII.C Constant Airspeed Descents	☐	☐	
PA.VIII.D Turns to Headings	☐	☐	
PA.VIII.E Recovery from Unusual Flight Attitudes	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS VIII: altitude within 200 ft, heading within 20 degrees, airspeed within 10 knots; unusual attitude recovery with correct sequence and coordinated controls.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Study for C1, the pre-solo knowledge test. Everything from G1-G4 plus your airport and airplane.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**C1****Pre-solo knowledge test and stage check**

Check · 1.5 hr ground, 1.3 hr flight

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Demonstrate the knowledge required by 61.87(b) and the flight proficiency of 61.87(d) to a second instructor or the chief instructor, so that solo is a decision made on evidence.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Federal Aviation Regulations (14 CFR) — 61.87 (all), 61.89 (student pilot limitations), 91.103-91.159 (flight rules and VFR weather minimums)
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Sections 2, 3, 4
- ☐ FAA charts and Chart Supplement (faa.gov digital products) — Your home airport: Chart Supplement entry, airport diagram, sectional chart within 25 nm
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — Areas II, III, IV, V.B, VII, VIII, IX

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
61.87(b) knowledge; 61.87(d) maneuvers; all Stage 1 ACS tasks	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Every task to ACS standard without instructor assistance.
- ☐ Solo endorsements (61.87(n), AC 61-65K) given only when both instructors agree.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Sleep. Fly S8 once more the night before F11.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F11****First solo**

Flight · 0.5 hr solo after 0.5 hr dual

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly three takeoffs and landings to a full stop alone, in calm conditions, at your home airport, with the instructor watching from the ground.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Federal Aviation Regulations (14 CFR) — 61.87(n) endorsement text, 61.89 limitations
- ☐ Aeronautical Information Manual (AIM) — 4-3-3 (traffic patterns) review

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.IV.A, PA.IV.B, PA.IV.N, PA.III.B (solo)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Three safe full-stop landings with no instructor input. That is the only standard.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F12 and fly S8 again, the pattern profile; the navigation profiles begin with G7.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F12****Solo practice: pattern and maneuvers review**

Solo + dual · 0.5 hr dual review, then 1.5 hr solo

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Consolidate the pre-solo maneuvers alone, within the limits of your solo endorsement, and begin building the 10 hours of solo time.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapters 5, 7, 9 (review the maneuvers you fly today)
- ☐ Federal Aviation Regulations (14 CFR) — 61.89

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
Areas IV, V.B, VII (solo practice within 61.89 and the endorsement limits)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Maneuvers within ACS tolerances by your own honest assessment, confirmed by the instructor on the next dual flight.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for G5. Cross-country begins with weather.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**Stage 2 - Cross-country: navigation, weather, night, and solo cross-countries**

G5 · Weather theory and weather services

G5**Weather theory and weather services**

Ground · 2.5 hr

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Read a standard briefing, METARs, TAFs, area forecasts, AIRMETs and SIGMETs, winds aloft, and the graphical products, and recognize the weather that kills VFR pilots: low ceilings and visibility, thunderstorms, icing, and wind shear.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 12 - Weather Theory and Chapter 13 - Aviation Weather Services
- ☐ Aviation Weather Handbook (FAA-H-8083-28B) — Aviation Weather Handbook: the chapters on atmospheric pressure and altimetry, wind, clouds and stability, fronts, thunderstorms, icing, fog and visibility, and the chapters on observations (METAR), forecasts (TAF), advisories (AIRMET/SIGMET), and standard weather briefings
- ☐ Aeronautical Information Manual (AIM) — 7-1-1 through 7-1-30 (meteorology, briefings, PIREPs, products)
- ☐ Federal Aviation Regulations (14 CFR) — 91.103, 91.155, 91.157 (preflight action, VFR weather minimums, special VFR)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — I.C task table

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.C Weather Information	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Decode a METAR/TAF pair and brief a go/no-go with reasons.
- ☐ State VFR minimums for Class B, C, D, E, and G, day and night.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for G6. Bring a current sectional chart (free PDF from the FAA digital products page, or the paper chart).

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**G6****Airspace, charts, and the Chart Supplement**

Ground · 2.5 hr

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Identify every class of airspace on a sectional chart, know its entry and equipment requirements and VFR minimums, and decode chart symbols, airport data, and the Chart Supplement.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 15 - Airspace
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 16 - Navigation (sectional charts subsection)
- ☐ Aeronautical Information Manual (AIM) — Chapter 3 - Airspace (3-1 through 3-5)
- ☐ Federal Aviation Regulations (14 CFR) — 91.126 through 91.135 (operations in each class), 91.215 (transponder), 91.225 (ADS-B)
- ☐ FAA charts and Chart Supplement (faa.gov digital products) — FAA Chart User's Guide (digital products page): sectional chart legend, airport symbols, airspace depictions

ACS TASKS THIS LESSON – MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.E National Airspace System	☐	☐	
PA.VI.A Pilotage and Dead Reckoning (chart reading)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Explain the entry requirements, equipment, and VFR minimums for every airspace class from memory.
- ☐ Decode any symbol the instructor points to on the sectional.

DEBRIEF – HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for G7. You will plan your first cross-country in G7, so bring a plotter, an E6B (a paper one is fine and free apps exist), and the sectional.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**G7****Cross-country planning, performance, and weight and balance**

Ground + S12 · 3.0 hr + 60 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Plan a VFR cross-country from scratch: route, checkpoints, courses and headings with wind correction, times and fuel with reserves, altitudes, airspace, weather, NOTAMs, takeoff and landing performance, and weight and balance, then fly the first leg in the simulator by pilotage and dead reckoning.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 16 - Navigation
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 10 - Weight and Balance and Chapter 11 - Aircraft Performance
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Sections 5 and 6
- ☐ Federal Aviation Regulations (14 CFR) — 91.103 (preflight action), 91.151 (VFR fuel reserves), 91.159 (VFR cruising altitudes), 91.121 (altimeter settings)
- ☐ Aeronautical Information Manual (AIM) — 5-1-1 through 5-1-4 (preflight, briefings, flight plans), 4-1-15 through 4-1-20 (radar services, flight following)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — I.D, I.F, VI.A, VI.B

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.D Cross-Country Flight Planning	☐	☐	
PA.I.F Performance and Limitations	☐	☐	
PA.VI.A Pilotage and Dead Reckoning	☐	☐	
PA.VI.B Navigation Systems and Radar Services (introduction)	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ A complete navigation log, weight and balance, and performance computation that the instructor can find no error in.
- ☐ S12 flown with checkpoints hit within 2 minutes of plan.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for G8 and re-fly S12 if you were more than 3 minutes off at any checkpoint.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**G8****Aeromedical factors and human factors**

Ground · 1.5 hr

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Recognize hypoxia, hyperventilation, carbon monoxide poisoning, spatial disorientation, motion sickness, dehydration, fatigue, and the effects of alcohol and medication; know the rules and your own limits.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 17 - Aeromedical Factors
- ☐ Aeronautical Information Manual (AIM) — Chapter 8 - Medical Facts for Pilots (8-1-1 through 8-1-8)
- ☐ Federal Aviation Regulations (14 CFR) — 91.17 (alcohol), 91.211 (oxygen), 61.53 (operations during medical deficiency)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — I.H

ACS TASKS THIS LESSON – MET TO STANDARD?

Task	Met	Repeat	Notes
PA.I.H Human Factors	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Answer the ACS I.H Knowledge elements without notes.
- ☐ Explain the 'over-the-counter' medication decision process.

DEBRIEF – HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F13. Fly S13: the full round trip you planned in G7.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**C2****FAA knowledge test (the written)**

Check · 2.5 hr test

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Pass the Private Pilot Airplane knowledge test at an approved testing center with a score you are not embarrassed by, so that the oral exam begins with the examiner's confidence.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — Appendix: Knowledge Test Description and Eligibility; the ACS codes you will see on your test report
- ☐ FAA testing resources (faa.gov) — Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, and Private Pilot (FAA-CT-8080-2, free PDF on faa.gov)
- ☐ FAA testing resources (faa.gov) — Sample questions for the PAR test on faa.gov/training_testing/testing/
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapters 1-17

ACS TASKS THIS LESSON – MET TO STANDARD?

Task	Met	Repeat	Notes
61.35, 61.103(d), 61.105	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Passing score is 70 percent. Aim for 90.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F13 and fly S13. With the written behind you, every airplane hour from here is flying, not ground school at airplane rates.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F13****Dual cross-country #1**

Flight + S13 · 2.5 hr flight, 90 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly the cross-country you planned in G7 with the instructor: pilotage and dead reckoning, checkpoint timing, radio work with approach control and a towered destination, flight following, and a diversion demonstration.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 16 - Navigation (diversion, lost procedures)
- ☐ Aeronautical Information Manual (AIM) — 4-1-15 (radar traffic information service / flight following), 4-3-2 (towered airport operations), 5-1-4 (flight plan)
- ☐ FAA charts and Chart Supplement (faa.gov digital products) — Chart Supplement entries for the destination and one alternate

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.VI.A Pilotage and Dead Reckoning	☐	☐	
PA.VI.B Navigation Systems and Radar Services	☐	☐	
PA.VI.C Diversion (introduction)	☐	☐	
PA.III.A and III.B at an unfamiliar airport	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS VI.A: checkpoints identified, on course within 3 nm, altitude within 200 ft, ETA within 5 minutes; VI.B: correct use of the navigation system and radar services.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Plan and fly S14 for the long cross-country in F14 (a different destination, over 100 nm each way).

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F14****Dual cross-country #2 (long), diversion and lost procedures**

Flight + S14 · 3.0 hr flight, 90 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Complete a longer cross-country with a mid-route diversion you plan in the air, a simulated lost procedure, and a landing at a non-towered field with correct CTAF procedures.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 16 (diversion and lost procedures)
- ☐ Advisory Circular (AC) — 90-66C Non-Towered Airport Flight Operations
- ☐ Aeronautical Information Manual (AIM) — 4-1-9 (traffic advisory practices at non-towered airports), 6-3-2 (lost, the 'four Cs': climb, communicate, confess, comply)

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.VI.C Diversion	☐	☐	
PA.VI.D Lost Procedures	☐	☐	
PA.VI.A/B	☐	☐	
PA.III.B at a non-towered airport	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS VI.C: divert promptly, select an appropriate airport, estimate heading, distance, time, and fuel within reason, fly the diversion within 3 nm and 200 ft. VI.D: correct lost procedure sequence.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for F15 and fly S15 (night). Night flying in the sim is genuinely useful for lighting recognition.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F15****Night flight: preparation, pattern work, and ten full-stop landings**

Flight + S15 · 1.5 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Begin the 61.109(a)(2) night requirement: night preparation, airport lighting, night vision and illusions, and the ten full-stop night takeoffs and landings at an airport, flown as pattern work.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 11 - Night Operations
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 17 (night vision) and Chapter 14 (airport lighting)
- ☐ Aeronautical Information Manual (AIM) — 2-1-1 through 2-1-10 (airport lighting), 4-3-23 (use of aircraft lights)
- ☐ Federal Aviation Regulations (14 CFR) — 61.57(b) (night currency), 91.209 (aircraft lights), 91.205(c) (night equipment)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — XI.A

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.XI.A Night Preparation (Knowledge and Risk elements)	☐	☐	
PA.IV.A/B at night	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS XI.A Knowledge and Risk elements answered; night landings to the same IV.B standard; ten full-stop landings logged.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Plan the night cross-country for F16 (more than 100 nm total distance) and fly the route in the simulator at night.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F16****Night cross-country (more than 100 nm)**

Flight · 2.0 hr flight

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Complete the 61.109(a)(2) night requirement with a dual night cross-country of more than 100 nautical miles total distance, flown by pilotage on lit checkpoints and navigation aids, with a diversion decision made in the dark.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 11 - Night Operations (en route and emergencies)
- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 16 - Navigation
- ☐ Aeronautical Information Manual (AIM) — 5-1-1 (preflight), 4-1-20 (transponder), 4-3-23 (aircraft lights)
- ☐ Federal Aviation Regulations (14 CFR) — 61.109(a)(2)(i), 91.151 (night VFR fuel reserve: 45 minutes)

ACS TASKS THIS LESSON – MET TO STANDARD?

Task	Met	Repeat	Notes
PA.XI.A Night Preparation	☐	☐	
PA.VI.A Pilotage and Dead Reckoning	☐	☐	
PA.VI.B Navigation Systems and Radar Services	☐	☐	
PA.IV.A/B at night	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ 61.109(a)(2)(i) met: more than 100 nm total distance, dual, at night; navigation to ACS VI.A/B standards; fuel reserve planned and confirmed.

DEBRIEF – HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F17 and fly S16.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F17****Instrument time, radio navigation, and radar services**

Flight + S16 · 2.0 hr flight (at least 1.7 under the hood), 60 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Complete the 3 hours of instrument training with an emphasis on navigating with VOR and GPS under the hood and using ATC radar services, so that an inadvertent IMC encounter ends with a controlled turn and a request for help.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C) — Chapter 16 - Navigation (VOR, GPS, radar services)
- ☐ Aeronautical Information Manual (AIM) — 1-1-3 through 1-1-17 (VOR, DME, GPS), 4-1-15 through 4-1-20 (radar services), 6-4-1 (two-way radio failure)
- ☐ Instrument Flying Handbook (FAA-H-8083-15B) — Chapters 4, 5 and 7 (review)

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.VIII.F Radio Communications, Navigation Systems/Facilities, and Radar Services	☐	☐	
PA.VIII.A-E review	☐	☐	
PA.VI.B	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS VIII.F: use the navigation system and radar services correctly, maintain altitude within 200 ft, heading within 20 degrees, airspeed within 10 knots.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Study for the 61.93 solo cross-country endorsement: plan the F18 flight completely and fly S17 (the whole route).

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F18****Solo cross-country #1**

Solo + S17 · 2.5 hr solo, 60 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Plan and fly a solo cross-country of at least 50 nm one way under the 61.93 endorsement, with a full navigation log, weather briefing, and flight following.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Federal Aviation Regulations (14 CFR) — 61.93 (solo cross-country requirements and endorsements)
- ☐ Advisory Circular (AC) — 61-65 (the specific cross-country endorsement for this flight)

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.VI.A/B solo	☐	☐	
61.93 endorsements	☐	☐	
61.109(a)(5)(i) solo cross-country time	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Planned vs. actual within 5 minutes per leg; fuel within 2 gallons of plan; all radio work unassisted.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Plan the 150-nm solo cross-country for F19: three points, one leg over 50 nm straight-line, full-stop landings at each.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F19****Solo cross-country #2 (the 150-nm flight)**

Solo + S18 · 3.0 hr solo, 90 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Complete the 61.109(a)(5)(ii) long solo cross-country: 150 nm total, full-stop landings at three points, one segment more than 50 nm straight-line.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Federal Aviation Regulations (14 CFR) — 61.109(a)(5), 61.93
- ☐ FAA charts and Chart Supplement (faa.gov digital products) — Chart Supplement for all three airports; airport diagrams printed

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
61.109(a)(5)(ii)	☐	☐	
PA.VI.A/B/C solo	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Meets 61.109(a)(5)(ii) as logged; all landings full stop; navigation within tolerance.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Plan F20: three full-stop landings at a towered airport, solo.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F20****Solo towered-airport landings and remaining solo time**

Solo · 2.5 hr solo

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Complete the three solo full-stop landings at an airport with an operating control tower (61.109(a)(5)(iii)) and the balance of the 10 hours of solo time.

STUDY DONE BEFORE ARRIVING (TICK EACH)

☐ Aeronautical Information Manual (AIM) — 4-3-2 (towered airport operations), 4-3-13 (light signals), 4-3-14 (communications)

ACS TASKS THIS LESSON – MET TO STANDARD?

Task	Met	Repeat	Notes
61.109(a)(5)(iii)	☐	☐	
PA.III.A/B solo at a towered airport	☐	☐	
Authorization: your current 61.87(n) solo endorsement (AC 61-65K A.6, or A.7 after 90 days); if the towered airport is not your home field and is within 25 nm, a 61.93(b)(1) endorsement for that airport (A.8); 61.95 only if it is Class B. Not 61.94, which applies to sport and recreational students.	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

☐ Logged per the rule; no deviations from clearances.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F21. Short and soft fields begin the checkride-prep stage.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**Stage 3 - Checkride preparation**

F21 · Short-field and soft-field takeoffs and landings

F21**Short-field and soft-field takeoffs and landings**

Flight + S19 · 1.3 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Perform maximum-performance takeoffs and landings on short and soft fields to ACS standards, using the POH technique and speeds.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 6 (short-field and soft-field takeoffs) and Chapter 9 (short-field and soft-field approaches and landings)
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 4 (short-field takeoff flaps 10, 56 KIAS at 50 ft; short-field landing 61 KIAS flaps 30) and Section 5 (distances)
- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — IV.C through IV.F

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.IV.C Soft-Field Takeoff and Climb	☐	☐	
PA.IV.D Soft-Field Approach and Landing	☐	☐	
PA.IV.E Short-Field Takeoff and Maximum Performance Climb	☐	☐	
PA.IV.F Short-Field Approach and Landing	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS IV.E/F: short-field takeoff at the POH speed plus 10 / minus 5, obstacle clearance; short-field landing touchdown within 200 ft beyond a specified point. IV.C/D: soft-field technique with the nose wheel held off and no side drift.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Read for F22 and fly S20.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F22****Steep turns and the forward slip to ACS standards**

Flight + S20 · 1.2 hr flight, 30 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly 45-degree steep turns to the ACS standard and a forward slip to a landing without flaps or with partial flaps as the POH allows.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 10 - Performance Maneuvers (steep turns) and Chapter 9 (intentional slips)
- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 4 (slips with flaps extended note for the 172)

SIMULATOR PROFILE FLOWN

- ☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.V.A Steep Turns	☐	☐	
PA.IV.M Forward Slip to a Landing	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS V.A: 45 degrees plus or minus 5, altitude within 100 ft, airspeed within 10 knots, rollout within 10 degrees. IV.M: slip with the longitudinal axis aligned before touchdown, touchdown within 400 ft beyond the point.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Study for C2, the knowledge test. Use the ACS appendix and the free FAA sample questions and testing supplement.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F23****Maneuvers review to ACS standards**

Flight + S21 · 1.5 hr flight, 45 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly every checkride maneuver in the order and to the tolerances of the ACS, with the instructor grading as an examiner would.

STUDY DONE BEFORE ARRIVING (TICK EACH)☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — Areas IV, V, VII, VIII, IX Skill elements**SIMULATOR PROFILE FLOWN**☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
Areas IV, V, VII, VIII, IX	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)☐ Every task within ACS tolerance; self-assessment matches the instructor's.**DEBRIEF — HONEST SELF-ASSESSMENT**

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Read for F24 and fly S10 again.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F24****Emergency operations drill and systems review**

Flight · 1.3 hr

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Handle every emergency in the ACS from memory items through checklist, and answer the systems questions the examiner will ask about the airplane.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Pilot's Operating Handbook (your airplane) (C172S POH/AFM) — Section 3 (all) and Section 7 (all)
- ☐ Airplane Flying Handbook (FAA-H-8083-3C) — Chapter 18

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
PA.IX.A through IX.D	☐	☐	
PA.I.G	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ ACS IX standards; memory items instant; checklists completed.

DEBRIEF — HONEST SELF-ASSESSMENT

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Prepare for C3, the mock oral. Plan a cross-country to the destination your instructor assigns, exactly as you will for the real ride.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**C3****Mock oral exam**

Check · 2.5 hr ground

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Sit a full oral exam with a different instructor using the ACS, with your planned cross-country, weather, and the airplane's documents, and fix every weak area before the real one.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — All Knowledge and Risk Management elements
- ☐ ACS Companion Guide for Pilots (faa.gov) — the section on how the oral is conducted
- ☐ PHAK, AFH, AIM, CFR () — everything assigned in G1-G8

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
ACS Area I (all tasks) and the Knowledge and Risk elements of Areas II-XII	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Every ACS Knowledge element answered correctly; every Risk element answered with a decision, not a shrug.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Fly S22 (the full checkride flight profile) before F25.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F25****Mock checkride flight**

Flight + S22 · 2.0 hr flight, 60 min sim

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Fly the complete practical test flight with a different instructor as the examiner: departure on the planned cross-country, a diversion, maneuvers, emergencies, hood work, and the landings, graded task by task.

STUDY DONE BEFORE ARRIVING (TICK EACH)

☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — All tasks

SIMULATOR PROFILE FLOWN

☐ Profile flown by checklist, calls said out loud, debrief written

What went wrong in the sim (be specific — speeds, altitudes, radio):

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
All ACS Skill elements	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

☐ Pass on every task by the check instructor's grading.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Repeat any deficient tasks in F26; confirm the 61.109(a)(4) three hours within two calendar months are logged.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**F26****Final polish and endorsements**

Flight + ground · 1.5 hr flight, 1.0 hr ground

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Correct anything from the mock checkride, confirm every hour and endorsement, complete the IACRA application, and brief the checkride day.

STUDY DONE BEFORE ARRIVING (TICK EACH)

- ☐ Federal Aviation Regulations (14 CFR) — 61.39, 61.109, 61.45 (practical test aircraft)
- ☐ Advisory Circular (AC) — 61-65 (practical test endorsement)

ACS TASKS THIS LESSON — MET TO STANDARD?

Task	Met	Repeat	Notes
61.39 (prerequisites for the practical test), 61.109 (hours), AC 61-65K endorsements	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)

- ☐ Logbook and IACRA complete and correct; instructor's endorsement given.

DEBRIEF — HONEST SELF-ASSESSMENT**Three things that went well****Three things to fix next time****BEFORE THE NEXT LESSON**

Rest. Plan the checkride cross-country when the examiner assigns it, usually the day before.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS

**C4****The practical test: oral exam and flight**

Checkride · Half a day

DATE	AIRCRAFT / SIM	N-NUMBER	AIRPORT	WEATHER	
HOBBS OUT	HOBBS IN	TACH OUT	TACH IN	FLIGHT TIME	GROUND / BRIEF

OBJECTIVE

Earn the Private Pilot certificate.

STUDY DONE BEFORE ARRIVING (TICK EACH)☐ Private Pilot Airman Certification Standards (FAA-S-ACS-6C) — The whole document, one more time**ACS TASKS THIS LESSON – MET TO STANDARD?**

Task	Met	Repeat	Notes
Every ACS task	☐	☐	

COMPLETION STANDARDS (TICK WHEN MET)☐ A temporary airman certificate.**DEBRIEF – HONEST SELF-ASSESSMENT**

Three things that went well

Three things to fix next time

BEFORE THE NEXT LESSON

Take a friend flying. Read the Instrument Rating ACS; that is where the next syllabus starts.

DUAL HRS	SOLO HRS	SIM HRS	STUDENT INITIALS	CFI INITIALS



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Certificate earned

Date, examiner, airplane, and the first thing you did with it:

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Revision history

The edition on every page footer tells you which version you are holding. When a regulation, the ACS, or a handbook edition changes, or a reader or instructor finds an error, the book is corrected and the change is recorded here, so a student and an instructor working from different printings can see exactly what differs. Report errors to hello@pilotcareersolutions.com.

Edition	Date	What changed
1.0	September 2026	First edition. Thirty-seven lessons in four stages, Cessna 172S steam-gauge numbers, simulator profiles, the free FAA library, and the fillable workbook.
1.1	September 18, 2026	Pre-solo coverage completed against 14 CFR 61.87(d): a forward slip to a landing is flown and logged in F7 and checked in C1; collision, windshear, and wake-turbulence avoidance are logged in F6; steep turns are introduced in F5. Hours reconciled to 14 CFR 61.109(a): solo time is 10.0 (F12 printed as 0.5 dual and 1.5 solo), dual instrument time 3.0, and the night requirement split into F15 (ten full-stop landings) and F16 (a cross-country of more than 100 nm). The sequence is now 38 lessons; later flight lessons are F17 to F26. The knowledge test (C2) moved ahead of the cross-country stage. Front matter states that the lessons flown once total about 45 hours and that a student should plan 55 to 65. AC 61-65K (November 14, 2025) replaces AC 61-65J throughout. Simulator profiles are written for Microsoft Flight Simulator 2024, with FSX kept as a legacy appendix. A paragraph added on substituting POH values for other airplanes and G1000 panels. Workbook: cover statement that it is a training record, not a logbook; an endorsement register keyed to the regulations with AC 61-65K Appendix A template numbers; N-number and Hobbs/tach fields on every sheet; lesson-coded form fields; radio cards revised (self-announce on upwind and crosswind at non-towered airports, 7600 for radio failure, 7700 for an emergency only).
1.2	September 26, 2026	Corrections after an independent review of the printed books. Instrument Flying Handbook citations corrected to the chapters of FAA-H-8083-15B (Chapter 3 Flight Instruments, Chapter 4 Airplane Attitude Instrument Flying, Chapter 5 Basic Flight Maneuvers, Chapter 7 Navigation Systems) in the free FAA library table, in F10 and F17, and on the workbook sheets for both. F10 now prints 1.5 hours of flight with at least 1.3 under the hood, so the instrument time shows on paper: F10 1.3 and F17 1.7 make the 3.0 of 14 CFR 61.109(a)(3). 91.413 (the transponder test, every 24 calendar months) added to the G3 inspection list beside 91.409 and 91.207. The FSX failures menu is Aircraft > Failures, corrected on the S10 card. Noted for the next edition: the solo plan totals exactly the 10.0-hour minimum of 61.109(a)(5); fly F20 to 3.0 for a tenth of margin.
1.3	September 27, 2026	Second round of corrections from the independent review. Simulator weather on the lesson cards uses the Microsoft Flight Simulator name, Custom (User-defined is the FSX name, kept in Appendix A and the translation table). Lost-procedure cite corrected to AIM 6-3-2 (6-2-2 is transponder emergency operation) in F14 and on the workbook sheet; the radio card points to the four Cs. Aviation Weather Handbook cited as FAA-H-8083-28B (April 2026). The Study Locator is on page 79, not in an appendix. The blank lesson plan's log reads a cross-country of more than 100 nm and 60 to 75 hours to the checkride. Noted for the full rebuild: solo (10.0) and hood (3.0) sit exactly on the 61.109 minimums, so a shortened flight needs an added lesson; three radio cards (line-up-and-wait and hold-short readbacks, Mayday) are queued.

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