

	Training Course Outline	Page: 0-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 0: List of Effective Pages	

List of Effective Pages

Section	Title	Pages	Revision	Date
0 - List of Effective Pages	List of Effective Pages	0-1	1.6	9/30/2022
1 - Record of Revisions	Record of Revisions	1-1	1.6	9/30/2022
2 - TCO	TCO	2-1 to 2-4	1.5	6/27/2022
3 - Index of Appendices	Index of Appendices	3-1	1.6	9/30/2022
4 - Appendix A	Business Office & Operating Base Diagram	4-1	1.4	1/27/2022
5 - Appendix B	Authorized Aircraft	5-1	1.6	9/30/2022
6 - Appendix C	Chief Flight Instructor	6-1	1.4	1/27/2022
7 - Appendix D	Assistant Chief Flight Instructor	7-1	1.4	1/27/2022
8 - Appendix E	Authorized Check Instructors	8-1	1.4	1/27/2022
9 - Appendix F	Overview	9-1	1.4	1/27/2022
10 - Appendix G	Syllabus	10-1	1.6	9/30/2022
11 - Appendix H	Sample Enrollment Certificate	11-1	1.6	9/30/2022
12 - Appendix I	Sample Graduation Certificate	12-1	1.6	9/30/2022
13 - Appendix J	Course Policies	13-1 to 13-5	1.6	9/30/2022
14 - Appendix K	Aircraft Performance at KLNK	14-1	1.6	9/30/2022
15 - Appendix L	Sample Completed Flight and Ground Scenarios with the CTA	15-1 to 15-3	1.6	9/30/2022

FAA APPROVED	
OFFICE DESIGNATOR: CE09	
SIGNATURE:	EFFECTIVE DATE:
	10/27/2022

	Training Course Outline	Page: 1-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 1: Record of Revisions	

Record of Revisions

Version	Date	Pages	Description
ORIGINAL	2/21/2019	ALL	ORIGINAL
1.1	7/16/2019	1-1, 2-1 to 2-3, 4-1, 7-1	Changed Address of Business and Operating Base, Authorized Assistant Chief Instructor
1.2	10/25/2019	6-1	Changed Chief Flight Instructor
1.3	10/8/2020	2-2, 10-1, 11-1, 14-2, 14-5	Ground Training Face-to-Face Requirement Changes for VA Students, Updated Hyperlink to Syllabus and Instructor Guide, Student Initiated Hold on Flight Training Policies Added
1.4	1/27/2022	All Pages	Relabeled all pages with the correct course name and revision number, reworded check instructor information location, updated Chief CFI, updated new name of the TSA's program for international customers, added wording about the syllabus, added info about ground training and briefing areas, removed duplicate briefing area paragraph, revised paragraph numbering, edited remarks section, edited title of Appendix B, added info about aircraft and ATD, added name and version number of syllabus, edited and formatted course policies, removed wording about special emphasis areas, add disclaimer to base diagram, made reference to syllabus Letter of Acceptance, updated sample enrollment certificate, add policy of expired graduation certificate, edited instructor qualifications, removed Appendix O, added accelerate-stop distance
1.5	6/27/2022	2-1, 2-3, 14-1, 14-2, 14-4, 14-5	Changed references of Performance Aircraft to Ignite Flight Academy, minor format corrections to spacing.
1.6	9/30/2022	3-1, 5-1, 10-1, 11-1, 12-1, 13-1, 13-2, 13-3, 13-4, 13-5, 14-1, 15-1, 15-2, 15-3	Updated sample enrollment and graduation certificates, removed links to syllabus and instructor guide, removed instructor guide section, combined section 16 into section 15, changed numbering of sections 11 through 15, update appendix references, update aircraft list revision number

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10/27/2022	

	Training Course Outline	Page: 2-1
		Revision: 1.5
		Date: 27 June 2022
Commercial Multi Engine Rating Course (Airplane)		
Section 2: TCO		

TCO

- 1. Business Office and Operating Base:** Performance Aircraft Sales, Inc. d/b/a Ignite Flight Academy Located at the Lincoln Municipal Airport, Lincoln, Nebraska (KLNK); holds Air Agency Certificate No. 7FPS955L.

Ignite Flight Academy
1760 West Kearney Avenue
Lincoln, NE 68524

- 2. Course Title:**

Commercial Pilot Multi-Engine Additional Class Rating Course
Airplane-multi-engine

- 3. Prerequisites:** Students must hold a Commercial Pilot Airplane Single Engine Land certificate, a Third Class Medical certificate, and have purchased the Cessna Multi Engine Pilot Training Course Kit as made available by Ignite Flight Academy and King Schools, Inc.

If a student is not a Citizen or National of the United States of America (U.S.) they must participate in the Transportation Security Administration's (TSA) Flight Training Security Program (FTSP) and undergo a security threat assessment as well as provide a valid, unexpired passport and government-issued photo ID to Ignite Flight Academy unless they have been endorsed by the U.S. Department of Defense (DOD) and are exempt from these regulations. In the event that a student is endorsed by the DOD, they do not need to complete the TSA's security threat assessment but they do need to provide to Ignite Flight Academy their valid, unexpired passport and government-issued photo ID.

US Citizens and Nationals are exempt from the TSA security threat assessment. Students must provide the flight school with one of the following options as proof of U.S. citizenship:

- Valid, unexpired U.S. passport; or
- Certified birth certificate AND government-issued photo ID; or
- U.S naturalization certificate with raised seal AND government-issued photo ID; or
- Certificate of U.S. citizenship with raised seal AND government-issued photo ID; or
- (For federal or military employees only) Employer's official proof of U.S. citizenship AND federal- or military-issued photo ID, pursuant to a contract between the federal agency and the flight school. Please Note: Federal or military employees who are non-U.S. citizens are NOT exempt from completing the FTSP.

	Training Course Outline	Page: 2-2
		Revision: 1.5
		Date: 27 June 2022
Commercial Multi Engine Rating Course (Airplane)		
Section 2: TCO		

4. **Program Curriculum:** This Training Course Outline (TCO) meets the curriculum requirements for the Commercial Pilot Multi-Engine Additional Class Rating Certification Course (Airplane-multi-engine) required by CFR Part 141 Appendix I. This course utilizes the Cleared for Multiengines - Commercial Pilot Multiengine Additional Class Rating Training Course. See Appendix G of this TCO for the current version number.

5. **Flight Training:** This course consists of a minimum of 15 hours of flight training. All flights will originate at the Lincoln Municipal Airport in Lincoln, NE.

6. **Ground Training:** This syllabus and online curriculum meets the required 15-hour minimum aeronautical knowledge training prescribed by 14 CFR Part 141 Appendix I. Customers that are using the Post-9/11 GI Bill must complete the minimum of 15 hours aeronautical knowledge training required for this course as face to face ground instruction entirely with an authorized instructor to maintain compliance with 38CFR 21.4254(d).

The aeronautical knowledge training occurs through multiple paths including online tested self-study, viewing the online flight-preparatory video segments, and instructor/customer interaction in the pre- and post-flight briefings. Instruction may also be given during the instructor/customer Ground Training Checklist reviews.

A customer receives credit for the online course when they complete every ground lab within the course. To complete a ground lab, the customer must satisfactorily complete every question within that ground lab.

Customer aeronautical knowledge competence is assured through instructor/customer Ground Training Checklist reviews that must be demonstrated to the Explain level.

7. **Course Objective:** The course is designed to provide the student with the knowledge, skill, and aeronautical experience necessary to meet the requirements for a **Commercial Pilot Certificate, Airplane Multi Engine Land.**

8. **Course Completion Standards:** To receive the graduation certificate for this course, the student must demonstrate through knowledge tests, flight tests, and show through appropriate records that he/she meets the knowledge, skill, and experience requirements necessary in accordance with the current FAA Commercial Pilot Airmen Certification Standards. The student must satisfactorily complete the Phase 5 Progress Check.

	Training Course Outline	Page: 2-3
		Revision: 1.5
		Date: 27 June 2022
Commercial Multi Engine Rating Course (Airplane)		
Section 2: TCO		

9. **Ground Training Area:** Ignite Flight Academy utilizes a facility located within the business office & operating base which meets the requirements of 14 CFR 141.45 (Appendix A – Business Office & Operating Base Diagram).

The classroom measures 24 feet by 20 feet. It is typically equipped with 4 tables and chairs for 16 students, however there is room for two more tables with chairs for an additional 8 students. The room is also equipped with two large whiteboards.

The classroom is heated, lighted, and ventilated to conform to local building, health, and sanitation codes. The room is located so students are not distracted by the training conducted in other rooms or by flight or maintenance operations conducted on the airport.

10. **Briefing Areas:** Ignite Flight Academy utilizes a briefing area located at the business office & operating base which meets the requirements of 14 CFR 141.43 (Appendix A – Business Office & Operating Base Diagram). Briefing areas measure 9 feet by 9 feet. They are equipped with a table, two chairs, a computer, and a whiteboard.

The area has a telephone and internet services that is used exclusively by Ignite Flight Academy for obtaining information from the FAA Automated Flight Service Station.

11. **Aircraft and Aviation Training Devices:** Authorized aircraft and ATD's are as indicated in Appendix B.

12. **Airports:** Lincoln Municipal Airport (KLNK) is the primary operating base and meets all the requirements of 14 CFR 141.38 for day and night operations. Fuel and maintenance services are available 24 hours a day. Aircraft performance at KLNK is documented in Appendix K.

13. **Flight and Ground Instructors:** Each instructor assigned to this course must hold a valid Commercial Pilot Certificate (Airplane, Multi Engine, Land) with Instrument Rating. Additionally, the instructor must hold a valid CFI (Airplane Multi Engine) with instrument rating and a minimum of a 3rd Class Medical Certificate or Basic Med. Ground Instructors may possess a valid Advanced Ground Instructor rating in lieu of the CFI and a Medical Certificate is not required.

	Training Course Outline	Page: 2-4
		Revision: 1.5
		Date: 27 June 2022
Commercial Multi Engine Rating Course (Airplane)		
Section 2: TCO		

14. Remarks:

- The Syllabus is divided into two stages, each concluding with a Progress (Stage) Check. The Chief Flight Instructor, Assistant Chief Flight Instructor, or Check Flight Instructor (if authorized) must administer the 2 Stage Checks in this course.

Within each phase, flight scenarios may be taken out of order. For any flight lessons conducted out of order of the syllabus (even when within the parameters described in this paragraph), permission must be obtained from the Chief Instructor in writing and logged in the applicable student's record folder (see page 13-2). Each scenario in a stage must be completed before moving into the next stage. Ground lab exercises may be completed before or after flights. Ground labs are not restricted to particular stages in that students may complete ground labs outside the current stage of training. The only ground lab restriction in this course is that prior to administering any Progress Check, all ground labs in phases leading up to the progress check must be completed.

Students must comply with all provisions outlined in the Course Policies (See Appendix J). All flight scenarios can be completed in any Part 141 authorized aircraft that are listed in Appendix B.

15. **Chief Instructor:** The Chief Instructor is listed in Appendix C and meets the requirements of 14 CFR 141.35.

16. **Assistant Chief Instructor:** The Assistant Chief Instructor(s) are listed in Appendix D and meet the requirements of 14 CFR 141.36.

17. **Dispatching:** All flights, which normally originate at KLNK, are dispatched by an authorized instructor located at KLNK. Flights that do not originate at KLNK, for reasons that include but are not limited to bad weather and aircraft mechanical problems, and require dispatch approval can be handled between the student and an authorized instructor via phone call, cellular text/audio message, or email.

	Training Course Outline	Page: 3-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 3: Index of Appendices	

Index of Appendices

Appendix A.....Business Office & Operating Base Diagram

Appendix B..... Authorized Aircraft and ATD

Appendix C.....Chief Instructor

Appendix D..... Assistant Chief Instructor(s)

Appendix EAuthorized Check Instructor(s)

Appendix FOverview

Appendix G.....Syllabus

Appendix H Sample Enrollment Certificate

Appendix I Sample Graduation Certificate

Appendix JCourse Policies

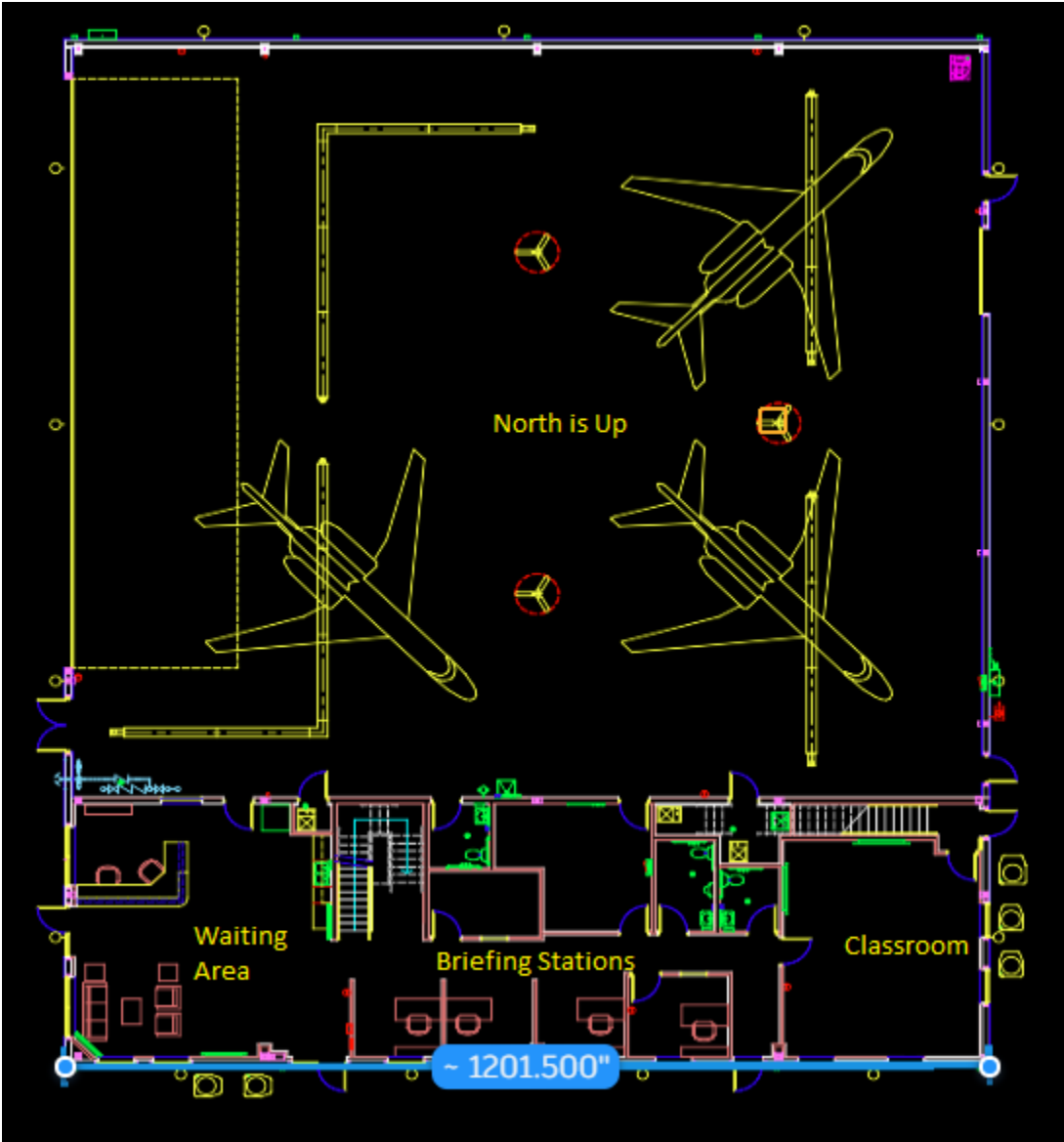
Appendix KAircraft Performance at KLNK

Appendix L Sample Completed Flight and Ground Scenarios within the CTA

	Training Course Outline	Page: 4-1
		Revision: 1.4
		Date: 27 January 2022
Commercial Multi Engine Rating Course (Airplane) Section 4: Appendix A – Business Office & Operating Base Diagram		

Business Office & Operating Base Diagram

This diagram is for illustration purposes only. For a description of ground training and briefing areas see Section 2 paragraphs 9 and 10.



	Training Course Outline	Page: 5-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 5: Appendix B – Authorized Aircraft and ATD	

Authorized Aircraft and ATD

Piper PA-44-180 Seminole

The aircraft meet the requirements of 141.39. Each airplane is equipped for day and night visual flight rules (VFR) and instrument flight rules (IFR) flying as specified in 14 CFR 91.205.

Refer to the List of Aircraft on 141 Certificate version 1.1 for specific aircraft used in this course.

No ATD's are authorized for this course.

	Training Course Outline	Page: 6-1 Revision: 1.4 Date: 27 January 2022
	Commercial Multi Engine Rating Course (Airplane) Section 6: Appendix C – Chief Flight Instructor	

Chief Flight Instructor

Richard Bates

	Training Course Outline	Page: 7-1 Revision: 1.4 Date: 27 January 2022
	Commercial Multi Engine Rating Course (Airplane) Section 7: Appendix D – Assistant Chief Instructor(s)	

Assistant Chief Instructor(s)
Intentionally Left Blank

	Training Course Outline	Page: 8-1 Revision: 1.4 Date: 27 January 2022
	Commercial Multi Engine Rating Course (Airplane) Section 8: Appendix C – Authorized Check Instructor(s)	

Authorized Check Instructor(s)

A Letter of Authorization (LOA) listing authorized check instructor(s) for this course is available for reference at the business office and operating base.

	Training Course Outline	Page: 9-1 Revision: 1.4 Date: 27 January 2022
	Commercial Multi Engine Rating Course (Airplane) Section 9: Appendix F – Overview	

MULTI-ENGINE TRAINING OVERVIEW



1. Welcome to the Multi-Engine Airplane

Online Training

- Expectations
- Normal Operations
- If You Lose One

Flight Scenarios

- Multi-Engine basics

2. Mastering Single-Engine Operations

Online Training

- Climb Performance on One Engine
- Keeping it Under Control
- Engine Failure on Takeoff
- Managing Engine Failure Alert
- Nursing a Sick Engine
- Getting Home on One Engine

Flight Scenarios

- Learning to Fly Single Engine
- Engine Failures During Critical Phases of Flight

3. Multi-Engine Instrument Flying

Online Training

- Single-Engine Instrument Approach

Flight Scenarios

- Single-Engine Flight on the Gauges
- Single-Engine Instrument Approaches
- Single-Engine Approach and Landing

4. Multi-Engine Cross-Country Flying

Online Training

- Special Considerations

Flight Scenarios

- Daytime Cross-Country
- Nighttime Cross-Country

5. Preparing for Your Practical Test

Online Training

- N/A

Flight Scenarios

- Final Progress Check

STAGE 1

STAGE 2

We teach the world to fly!



	Training Course Outline	Page: 10-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 10: Appendix G – Syllabus	

Syllabus

Cleared for Multiengines - Commercial Pilot Multiengine Additional Class Rating Training Course version 1.03

NOTED DIFFERENCES BETWEEN THIS TCO DOCUMENT AND THE SYLLABUS

- The syllabus makes reference to out-of-stage scenarios throughout the course of training. Any documentation in this syllabus that pertains to out-of-stage scenarios and ONLY out-of-stage scenarios should be ignored. Pages iv of the syllabus contains an example of this documentation.
- The syllabus makes reference to flight training in a Part 61 environment. Any documentation in this syllabus that pertains to Part 61 and ONLY Part 61 should be ignored. Page A3 of the syllabus contains an example of this documentation.

	Training Course Outline	Page: 11-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 11: Appendix H – Sample Enrollment Certificate	

Sample Enrollment Certificate

Part 141 Enrollment Certificate

[Sample]

This document certifies that

Mary Smith

Student Name

Is enrolled in the Commercial Pilot Multi-Engine Additional Class Rating Course (Airplane Multi-Engine Land), conducted by

Performance Aircraft Sales, Inc.

School Name and Approved School Certificate Number

7FPS955L



Chief Instructor

09/30/2022

Date of Enrollment

	Training Course Outline	Page: 12-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 12: Appendix I – Sample Graduation Certificate	

Sample Graduation Certificate

Part 141 Graduation Certificate

[Sample]

This document certifies that

Mary Smith

Student Name

EJA1624


Graduation Number

Has satisfactorily completed each required stage of the
Commercial Pilot Multi-Engine Additional Class Rating Course
(Airplane Multi-Engine Land), including the tests for those stages,
conducted by

Performance Aircraft Sales, Inc.

School Name and Approved School Certificate Number **7FPS955L**

In the course of training for this certificate, the student received
the following cross-country training: 5



Chief Instructor

09/30/2022

Date of Graduation

	Training Course Outline	Page: 13-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 13: Appendix J – Course Policies	

Course Policies

The Commercial Pilot Multi Engine Additional Class Rating Computer Based Instruction (CBI) Course employs a combination of self-study “ground labs” and flight training. Students log into the CBI course on their home computer or complete through web-based study and are guided through a series of interactive ground labs, which account for the 15 hours of ground training required by 14 CFR Part 141. Ground training is tracked and verified by the CBI through a series of interactive training sessions and tests. The flight syllabus meets minimum requirements outlined in 14 CFR Part 141. A “complete” (ground lab/flight scenario) is verified by checking within the Cessna Tracking Application (CTA) Database (see Appendix L and M).

Ground Training

Each ground lab, contains several units of instruction. Ground labs contain several quizzes, which provide immediate feedback and review of deficiencies. When all units are complete, the computer software administers a final ground lab exam. Students are required to complete all units and the final ground lab exercise. All tests are corrected to 100 percent. Upon successful completion of each ground lab exam, the student’s scores are uploaded directly to the CTA Server. A comprehensive ground lab report is available on the CTA, which outlines questions missed, and number of tries for each question.

Flight Training

Flight scenarios complement the ground labs and provide an opportunity for students to correlate concepts with practical applications. Upon completion of each flight scenarios, the instructor logs the flight time and grades the flight scenarios using the Ignite Flight Academy CTA software. Flight scenario elements are graded as “complete” or “continued” (ungraded flight scenarios are automatically flagged as continued). The CTA archives each flight scenario and maintains a training record, which is automatically updated after each entry. Detailed printouts are available for flight scenarios, ground labs, and course progress. The CTA tracks individual flight scenario elements and notifies the instructor when incomplete/continued elements are remaining.

Administering the Course

The entire student database is archived in the CTA Server and is recoverable in the event of catastrophic failure. Flight and ground progress is tracked on the CTA. There are 3 flight “Progress Checks” throughout the course. The course overview is shown in a graphic located in Appendix F of this TCO document. Since the ground training portion of the course is administered through home study ground labs, course times will be verified through ground lab completion reports, oral quizzing, pre/post flight briefings, and written tests. Each course is tracked by a unique registration number. Upon enrollment, students can complete any/all ground labs irrespective of the flight scenario completed. Students can

	Training Course Outline	Page: 13-2 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 13: Appendix J – Course Policies	

complete ground labs out of order as long as all ground labs in phases leading up to a progress check are complete PRIOR to administering that particular Progress Check.

Upon enrollment, students are entered into the CTA database which maintains the student training records as required by FAR 141.101. The database contains student information, record of ground instruction, and flight syllabus tracking. To ensure accuracy, the Chief Flight Instructor or the Assistant Chief Flight Instructor (if available) reviews the database regularly.

The student will have an account within Ignite Flight Academy’s online software that will contain documents such as:

- Enrollment Certificate
- Customer Information
- Copy of the Pilot Certificate
- TSA Documents (if applicable)
- Copy of FAA Medical Certificate
- Signed Copy of the Aircraft Rental Agreement
- Copy of a Government Issued Photo ID (Driver’s License Preferred)
- 141 Trainee Initiated Hold on Flight Training Reasoning
141 Out of Order Endorsement (if applicable)

The course is designed with a degree of flexibility to maximize training opportunities and to meet individual student needs. To maximize flexibility, the course will be administered in 2 distinct stages. The CBI course is divided as follows:

Stage 1, All Flight Scenarios, Ground Labs, Briefs, and Progress Checks prior to Phase 3, Flight Scenario 3.
Stage 2, All Flight Scenarios, Ground Labs, Briefs, and Progress Checks through the final Progress Check (Phase 5, Flight Scenario 1).

Progress checks require 100 percent completion of all flight scenario elements within a given stage. A sample flight scenario report is shown in Appendix L.

Verification of Requirements

Verification of requirements is via the CTA database “View Course Progress”, and “View Training Record” buttons/menu items to ensure all appropriate flight scenarios contain completion dates. If, in the discretion of the Chief Flight Instructor, Assistant Chief Flight Instructor, or Check Instructor (if available), there is doubt as to the validity of data, the Progress Check will be discontinued. The student may be given credit for all elements and data observed as correct. Progress Checks will have 3 possible outcomes: Pass, Fail, or Incomplete. The Chief Flight Instructor, Assistant Chief Flight Instructor, or Check Instructor (if available) is required to conduct the 3 Progress Checks in this course (see “Progress Checks” section).

	Training Course Outline	Page: 13-3 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 13: Appendix J – Course Policies	

Since the Commercial Pilot Multi-Engine Additional Class Rating Training Course CBI employs a self-paced, self-study approach in ground training; it is imperative that the assigned CFI verify that the student has gained the knowledge necessary prior to completing each stage of training. Prior to each flight scenario, the Authorized Flight Instructor will, through oral quizzing, verify that the student has knowledge presented in the previous ground lab.

Progress Checks

The Commercial Pilot Multi Engine Additional Rating Course is divided into 2 stages. Stage One consists of all activity up to and including the Phase 3, Flight Scenario 3 Progress Check. Stage 2 consists of all activity in Phase 4 and 5 including the Final Progress Check, (Phase 5, Flight Scenario 1). Students are required to successfully pass all oral and practical Progress Exams. The Chief Flight Instructor, Assistant Chief Flight Instructor, or Check Flight Instructor (if available), will administer oral progress exams in conjunction with each flight progress check. The oral and practical progress exams may be accomplished in any order. However, a failure on either portion constitutes a failure of the entire progress exam. For each recheck, (at the Chief Flight Instructor’s discretion) the student may be given credit for either portion (oral or practical) successfully completed. For example, if the student fails the oral portion of the Progress Exam and passes the flight portion, they may only be required to re-accomplish the oral portion and vice versa. However, the student may be required to re-accomplish both portions if the Chief Flight Instructor feels that the requirement is warranted. The Chief Flight Instructor, Assistant Chief Flight Instructor, or Check Flight Instructor (if available) may administer Progress Checks to students they have personally instructed provided that they have flown not more than half of the flight scenarios in the stage preceding the Progress Check and they are not the instructor of record as listed in the CTA database.

Progress Checks - Student Responsibilities

Each student must complete ALL ground labs. Students may complete as many ground labs as they wish prior to conducting a flight scenario and students are permitted to take multiple flight scenarios or multiple ground labs simultaneously. However, ALL GROUND LABS IN PHASES LEADING UP TO A PROGRESS CHECK MUST BE COMPLETED PRIOR TO ADMINISTERING THE PROGRESS CHECK. Any student experiencing problems with the course MUST contact King Schools at 1-877-HELP CPC to resolve computer issues.

Progress Checks - Instructor Responsibilities

The assigned CFI is responsible for verifying that the student has gained the requisite knowledge contained in the ground labs. This will be accomplished during the preflight and postflight briefings. If the CFI determines that a knowledge deficiency exists, additional ground training sessions will be scheduled. Additional training will be documented and maintained in the student’s training record, the student’s logbook, or on a flight scenario printout. CFIs are also required to verify proficiency on all flight elements.

	Training Course Outline	Page: 13-4 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 13: Appendix J – Course Policies	

Progress Checks - Chief/Assistant Chief CFI/Check Instructor Responsibilities

The Chief/Assistant Chief Instructor or Check Instructor will administer the 2 Stage Checks in this course. They will verify the course database to ensure all ground labs in the stage have been completed. Additionally, they will ensure there are no incomplete flight scenario elements.

The Progress Check consists of 3 Phases:

1. Administrative review of student data and training folder
2. Oral exam and preflight brief
3. Flight (practical) exam

Progress Checks - Post flight and debrief (critique) Unsatisfactory Performance

Students must satisfactorily complete the Progress Check for each stage of training. Failure of either the oral or the flight portion two times, will require additional training by the assigned CFI and the entire Progress Check must be repeated.

Graduation Certificate and Pilot Certification

Should a student not accomplish pilot certification within 60 days of the date of graduation, he/she has two options to take the check ride. 1) Meet the requirements of Part 61 and take the check ride on that basis. 2) Receive additional training if needed, complete an additional final progress check, be issued a new graduation certificate, and take the check ride.

If the first option is not possible, the student's instructor will conduct additional training as needed to recommend the student for the final progress check. The final progress check will be conducted as set forth in this TCO and the syllabus. Upon successful completion of the final progress check the student will be issued a new graduation certificate.

Awarding Transfer Credit

Ignite Flight Academy administers transfer credit from one of two distinct programs—Part 61 Training and Part 141 (approved) Training. Part 61 experience cannot exceed 25 percent of the Multi Engine Rating Course (Airplane-multi-engine). Part 141 experience cannot exceed 50 percent of the Multi Engine Rating Course (Airplane-multi-engine).

Training generally comes from two sources. The first source of training is that which was administered by other flight training providers (external transfer). The second source of training comes from students attending or having attended flight training at Ignite Flight Academy (internal transfer). For internal transfers, the syllabus used in the Multi Engine Rating Course (Airplane-multi-engine) is identical to the syllabus they should already have (if not, this student will be treated as an external transfer when awarding transfer credit). Students may apply for entry into the Multi Engine Rating Course (Airplane-multi-engine) at any time. The Chief Flight Instructor conducts an initial administrative evaluation of experience. This administrative evaluation is to get a sense of where the student was in their training at

	Training Course Outline	Page: 13-5 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 13: Appendix J – Course Policies	

the previous flight training provider, and to ensure all of the required documents for the formal credit evaluation are available. The required documents for the formal credit evaluation are:

- Valid medical and Pilot Certificate
- Previous training record and pilot logbook
- Proof of US Citizenship or Completion of the TSA’s FTSP

A formal credit evaluation is then conducted. The credit evaluation is administered by the Chief Flight Instructor to verify that the student is qualified and results are recorded on a Transfer Credit Form. The evaluation will be conducted as outlined in applicable sections of 14 CFR Part 141. For external transfer students, ground credit will be awarded by a written and/or oral ground evaluation. Flight credit will be awarded based on a flight evaluation. For external transfers, both evaluations must be completed before course enrollment. The ground and flight evaluations are conducted as the Progress Check most appropriate to the students’ progress through their previous course. The appropriate Progress Check is chosen by the Chief Flight Instructor.

When there is an internal transfer, the ground labs progression status, as it was prior to awarding any transfer credit, must be restarted from the beginning. The student’s ground labs will be reset by means of King Schools issuing a new course enrollment key, and the student being reenrolled with the new course enrollment key and their status changed in the CTA to the Commercial Pilot Multi-Engine Additional Class Rating Training Course Part 141 track.

Upon approval by the Chief Flight Instructor, an Enrollment Certificate is issued along with course entry paperwork to include all TCO documents.

Student-Initiated Hold on Flight Training Progression

Students should recognize that this flight training course is proficiency-based learning. Large breaks, pausing, and/or putting a hold on flight training events could result in a loss of proficiency which would need to be regained through additional flight training events.

Any student who doesn't complete a flight event within a 90-day window will be contacted and asked for reasoning on the break, pause, or hold on their flight training events. This reasoning will be recorded and retained by Ignite Flight Academy for later review. If a customer doesn't complete a flight lesson within a 180-day window their account in the CTA will be inactivated and only to be reactivated at the time of their next flight training event.

	Training Course Outline	Page: 14-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 14: Appendix K – Aircraft Performance at KLNK	

Aircraft Performance at KLNK

Conditions:

- Shortest Runway is 17/35
- Runway 17/35 Surface is Asphalt/Concrete/Aggregate Friction Seal Coat, in Fair Condition
- Runway 17/35 Length is 5,800 feet
- Runway 17 Elevation is 1,218.6 feet
- Runway 35 Elevation is 1,173.0 feet
- Runway 17/35 Gradient is .8%
- Runway 17/35 Markings are Nonprecision and in Good Condition
- Runway 17/35 has a 4-light PAPI on Left (3.00 Degrees Glide Path)
- Runway 35 has an Omnidirectional Approach Lighting System
- Runway 17/35 has Touchdown Point but No Lights
- Runway 17 has End Identifier Lights

Piper PA-44-180

Conditions:

- Maximum Takeoff Weight of 3,800lbs.
- 1,200 feet Pressure Altitude
- 32 Degrees Celsius
- No Wind

Data:

Takeoff Ground Roll – 1,750 feet

Takeoff Over a 50 foot Obstacle - 3,300 feet

Landing Ground Roll - 680 feet

Landing Distance Over 50 foot Obstacle - 1,480 feet

Accelerate-Stop Distance – 3100 feet

	Training Course Outline	Page: 15-1 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 15: Appendix L – Sample Completed Flight and Ground Scenarios within the CTA	

Sample Completed Flight Scenarios within the CTA

Flight School Training Sessions

Home Study Course

Stage 1: Essential Multi-Engine Skills

- Phase 1: Welcome to the Multi-Engine Airplane ---
- Phase 2: Mastering Single-Engine Operations ---
- Phase 2A: Phase 2 Progress Check ---
- Phase 3: Multi-Engine Instrument Flying ---
- Phase 3A: Phase 3 Progress Check ---

Stage 2: Cross-Country Flying and the Practical Test

- Phase 4: Multi-Engine Cross-Country Flying ---
- Phase 5: Phase 5 Progress Check ---

Ground Training

- Ground Training Checklist ---

	Training Course Outline	Page: 15-2
		Revision: 1.6
		Date: 30 September 2022
Commercial Multi Engine Rating Course (Airplane) Section 15: Appendix L – Sample Completed Flight and Ground Scenarios within the CTA		

Sample Completed Flight Scenarios within the CTA

	Date	Model	Tail Number	Phase	Scenario	Landings		Piloting Time										Ground Training Time				Instructor	Note	
						Day	Night	Fit Training	TD Training	Solo	PIC	Night	X-C	Solo X-C	Actual IMC	Sim IMC	Total	Pre-Flight	Post-Flight	Other	Total			
X	9/23/2016	SR20	N21XJ	1	1	3	0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	John Learned	
X	10/21/2016	SR20	N21XJ	2	1	3	0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	John Learned	
X	10/28/2016	SR20	N21XJ	3	1	3	0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	John Learned	
X	11/4/2016	SR20	N21XJ	3	2	3	0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	John Learned	
X	11/11/2016	SR20	N21XJ	4	1	3	0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.4	0.0	0.0	0.0	0.0	John Learned	
X	11/11/2016	SR20	N21XJ	5	1	3	0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	John Learned	
X	11/11/2016	SR20	N21XJ	5	1	6	0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	John Learned	
X	11/17/2016	SR20	N21XJ	6	1	5	0	0.0	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	John Learned	
X	12/2/2016	SR20	N21XJ	6	2	15	0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.8	0.0	0.0	0.0	0.0	John Learned	
X	12/9/2016	SR20	N21XJ	7	2	3	0	2.9	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	John Learned	
X	12/14/2016	SR20	N21XJ	7	4	3	0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	John Learned	
X	12/21/2016	SR20	N21XJ	9	1	3	0	2.3	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	John Learned	
X	12/27/2016	SR20	N21XJ	8	1	0	16	3.1	0.0	0.0	0.0	3.1	3.1	0.0	0.0	0.0	0.8	3.1	0.0	0.0	0.0	0.0	John Learned	
X	12/28/2016					0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	24.8		Home study
X	12/30/2016	SR20	N21XJ	9	3	2	0	0.0	0.0	2.1	2.1	0.0	2.1	2.1	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	John Learned	
Totals:						55	16	18.8	0.0	7.6	7.6	3.1	13.4	5.1	0.0	3.5	26.4	0:0.0	0.0	24.8	24.8			
Required:						0	10	20.0	0.0	10.0	0.0	3.0	3.0	5.0	3.0	0.0	0.0	40.0						
Remaining:						0	0	1.2	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6						

	Training Course Outline	Page: 15-3 Revision: 1.6 Date: 30 September 2022
	Commercial Multi Engine Rating Course (Airplane) Section 15: Appendix L – Sample Completed Flight and Ground Scenarios within the CTA	

Sample Completed Ground Scenarios

Flight School Training Sessions		Home Study Course
Stage 1: Essential Multi-Engine Skills		Completed
✓	Phase 1: Welcome to the Multi-Engine Airplane	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: What's Different with Light Twins	11/9/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Engine Start and Taxi	11/9/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Engine Runup	11/9/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Pre-takeoff Considerations	11/9/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Accelerate-Stop Distance	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Accelerate-Go Distance	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Normal Takeoff	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Being Prepared for Abnormalities Every Takeoff	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Propeller Synchronization	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Single-Engine Performance in Light Twins	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Maintaining Control and Maximizing Performance After an Engine Fails	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Getting the Best Rate of Climb	11/10/2018
✓	Phase 2: Mastering Single-Engine Operations	11/11/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Why Single-Engine Climb Rate is Less Than Half	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Why and How Much Do You "Raise the Dead"	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: What it Takes to Climb	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: Vmc - Keeping it Going Straight on One Engine	11/10/2018
	Cleared For Multi-Engines—Multi-Engine Rating Course: What Happens When You Get Too Slow on One Engine	11/10/2018

