

	<b>Training Course Outline</b>	Page: 0-1 Revision: 2.3 Date: 5 June 2023
	<b>Private Pilot Course (Airplane-single-engine) Section 0: List of Effective Pages</b>	

### List of Effective Pages

Section	Title	Pages	Revision	Date
0 - List of Effective Pages	List of Effective Pages	0-1	2.3	6/5/2023
1 - Record of Revisions	Record of Revisions	1-1 to 1-2	2.3	6/5/2023
2 - TCO	TCO	2-1 to 2-5	2.3	6/5/2023
3 - Index of Appendices	Index of Appendices	3-1	2.0	9/30/2022
4 - Appendix A	Business Office & Operating Base Diagram	4-1	2.3	6/5/2023
5 - Appendix B	Authorized Aircraft	5-1	2.2	10/31/2022
6 - Appendix C	Chief Flight Instructor	6-1	1.9	1/27/2022
7 - Appendix D	Assistant Chief Flight Instructor(s)	7-1	1.9	1/27/2022
8 - Appendix E	Authorized Check Flight Instructor(s)	8-1	1.9	1/27/2022
9 - Appendix F	Overview	9-1	ORIGINAL	1/9/2018
10 - Appendix G	Syllabus	10-1 to 10-2	2.2	10/31/2022
11 - Appendix H	Sample Enrollment Certificate	11-1	2.1	9/30/2022
12 - Appendix I	Sample Graduation Certificate	12-1	2.1	9/30/2022
13 - Appendix J	Course Policies	13-1 to 13-5	2.1	9/30/2022
14 - Appendix K	Aircraft Performance at KLNK	14-1	2.1	9/30/2022
15 - Appendix L	Sample Completed Ground and Flight Scenarios with the CTA	15-1 to 15-3	2.1	9/30/2022

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OFFICE DESIGNATOR: <b>CE09</b>	
SIGNATURE:	EFFECTIVE DATE:
	6/22/2023

	<b>Training Course Outline</b>	Page: 1-1 Revision: 2.3 Date: 5 June 2023
	<b>Private Pilot Course (Airplane-single-engine) Section 1: Record of Revisions</b>	

### Record of Revisions

Version	Date	Pages	Description
ORIGINAL	1/9/2018	ALL	ORIGINAL
1.1	8/20/2018	5-1, 8-1, 15-1, 15-2	Added Aircraft Make/Model, Performance Data, & Authorized Flight Instructors
1.2	10/26/2018	5-1, 8-1	Removed Aircraft Make/Model, Changed Authorized Instructors to Authorized Check Instructors, Awarding Transfer Credit
1.3	12/27/2018	7-1, 10-1, 14-2, 14-3-14-5	Added Assistant Chief, Removed Reference To Ignoring G1000 Verbiage In The Syllabus, Removed Paper Customer Records Reference To Online References, Changed Written Phase Exams To Oral Phase Exams
1.4	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
1.5	10/25/2019	6-1, 8-1	Changed Chief Flight Instructor and Authorized Check Instructor
1.6	4/24/2020	8-2	Added Authorized Check Instructor
1.7	10/8/2020	10-1, 11-1, 14-2, 14-5	Updated Hyperlink to New Syllabus and Instructor Guide, Student Initiated Hold on Flight Training Policies Added
1.8	9/28/2021	0-1, 1-1, 7-1, 8-1	Removed Authorized Check Instructor Information with a Statement of its New Location, Added Assistant Chief Flight Instructor
1.9	1/27/2022	2-1, 2-2, 2-3, 2-4, 3-1, 4-1, 5-1, 6-1, 7-1, 8-1, 10-1, 14-1, 14-2, 14-3, 14-4, 14-5, 15-1, 16-1, 16-2, 16-3, 18-1	Updated new name of TSA's program for international customers, added wording about the syllabus, added info about ground training and briefing areas, edited remarks section, edited title of Appendix B, added description of aircraft and ATD, added name and version number of syllabus, removed aircraft, Updated Chief CFI, reworded check instructor information location, edited and formatted course policies for clarification, removed wording about special emphasis areas, removed unnecessary Asst. Chief info, add disclaimer to diagram, altered section name, added page headings, corrected section name, made reference to syllabus Letter of Acceptance, add policy of expired graduation certificate, edit prerequisites for clarity, added

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6/22/2023	

	<b>Training Course Outline</b>	Page: 1-2 Revision: 2.3 Date: 5 June 2023
	<b>Private Pilot Course (Airplane-single-engine) Section 1: Record of Revisions</b>	

			Basic Med as option to instructor qualifications
2.0	6/27/2022	2-1, 2-2, 2-3, 2-4, 14-1, 14-2, 14-3, 14-4, 14-5	Changed references of Performance Aircraft to Ignite Flight Academy, minor corrections to spacing and punctuation.
2.1	9/30/2022	3-1, 5-1, 10-1, 10-2, 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, added Letter of Acceptance, updated syllabus page references, removed instructor guide section, removed appendix N and O, changed numbering of sections 11 through 15, update appendix references.
2.2	10/31/2022	2-3, 4-1, 5-1, 10-1	Added rooms for AATD and training aid, added second floor diagram, added AATD, removed revision number of List of Aircraft on 141 Certificate, removed wording to ignore AATD references in syllabus, added information on AATD usage.
2.3	6/5/2023	2-3, 4-1	Updated ground training areas to reflect changing locations of AATD and BATD, updated second floor diagram.

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OFFICE DESIGNATOR: <b>CE09</b>	
SIGNATURE:	EFFECTIVE DATE:
	6/22/2023

	<b>Training Course Outline</b>	Page: 2-1 Revision: 2.3 Date: 5 June 2023
	<b>Private Pilot Course (Airplane-single-engine) Section 2: TCO</b>	

## 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:**

Private Pilot Course  
Airplane-single-engine

- 3. Prerequisites:** Students must have purchased the Cessna Sport/Private 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.

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		Date: 5 June 2023
<b>Private Pilot Course (Airplane-single-engine)</b>		
<b>Section 2: TCO</b>		

To be eligible for a Private Pilot certificate with an Airplane Single-Engine Land class rating, a person must be at least 17 years of age. Prior to the Stage 1 Phase 5 check the student must be at least 16 years of age, hold at least a Third Class Medical certificate, a valid and unexpired government issued photo ID, and a Student Pilot certificate.

4. **Program Curriculum:** This Training Course Outline (TCO) meets the curriculum requirements for the Private Pilot Certification Course (Airplane-single-engine) required by CFR Part 141 Appendix B. This course utilizes the Cessna Sport/Private Pilot Training Syllabus. See Appendix G for the current version number.
5. **Flight Training:** This course consists of a minimum of 35 hours of flight training. Twenty hours minimum of the total flight time will be dual flight instruction. Minimum solo flight training will be 5 hours for the Cessna Sport/Private Pilot Training Course syllabus. All flights will originate at the Lincoln Municipal Airport in Lincoln, NE.
6. **Ground Training:** This syllabus and online curriculum accommodates the required 35-hour minimum aeronautical knowledge training.

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 **Private Pilot Certificate, Airplane Single 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 Private Pilot Airmen Certification Standards. The student must obtain a

	<b>Training Course Outline</b>	Page: 2-3
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<b>Private Pilot Course (Airplane-single-engine)</b>		
<b>Section 2: TCO</b>		

passing score on the Private Pilot Airplane Aeronautical Knowledge exam and satisfactorily complete the Phase 10 Progress Check.

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. The room is also equipped with two large whiteboards. It houses the approved AATDs (see Appendix B). The AATD can also be used as a ground instruction training aid.

The BATD room measures 10 feet by 14 feet. The BATD may be used as a ground instruction training aid, but conducting lessons from the syllabus is NOT authorized. The room has a table, chairs, and a whiteboard.

The training areas are heated, lighted, and ventilated to conform to local building, health, and sanitation codes. The areas are 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 briefing areas 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, Single Engine, Land) with Instrument Rating. Additionally, the instructor must hold a valid CFI (Airplane Single Engine) and a minimum of a 3rd Class Medical Certificate or Basic Med. Ground Instructors may possess a valid Basic Ground

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<b>Private Pilot Course (Airplane-single-engine)</b>		
<b>Section 2: TCO</b>		

Instructor rating or Advanced Ground Instructor rating in lieu of the CFI and a Medical Certificate is not required.

**14. Remarks:**

- The Syllabus is divided into three stages. The Chief Flight Instructor, Assistant Chief Flight Instructor, or Check Flight Instructor (if authorized) must administer (as a minimum) the Stage 1 Phase 5, Stage 2 Phase 7, and Stage 3 Phase 10 Checks.

Within stage one, flight scenarios may be taken out of order within a phase, with the exception of solo flights. Within stage two, flight scenarios may be taken out of phase, with the exception of solo cross-country flights. The stage 2 phase 7 progress check must be satisfactorily completed prior to solo cross-country flights. 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 a 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.

	<b>Training Course Outline</b>	Page: 3-1
		Revision: 2.1
	Date: 30 September 2022	
<b>Private Pilot Course (Airplane-single-engine)</b>		
<b>Section 3: Index of Appendices</b>		

## 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 E ..... Authorized Check Instructors(s)

Appendix F .....Overview

Appendix G .....Syllabus

Appendix H ..... Sample Enrollment Certificate

Appendix I ..... Sample Graduation Certificate

Appendix J .....Course Policies

Appendix K .....Aircraft Performance at KLNK

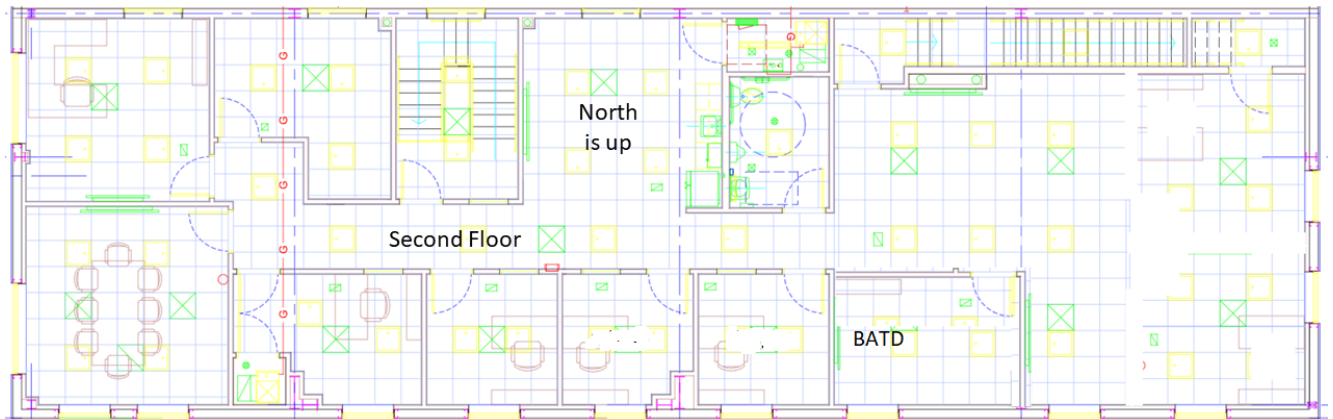
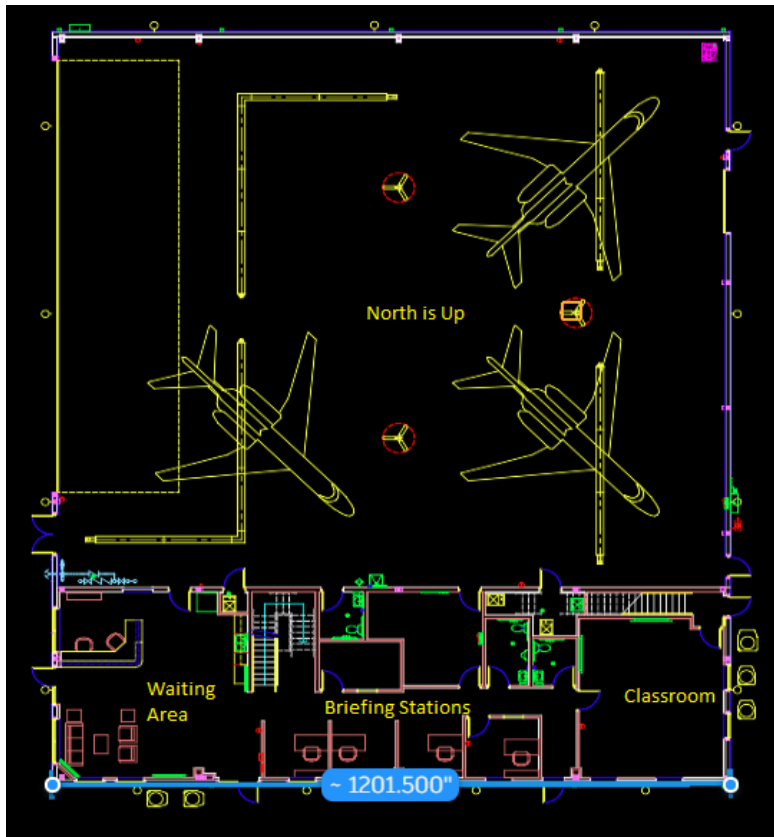
Appendix L ..... Sample Completed Ground and Flight Scenarios within the CTA



	Training Course Outline	Page: 4-1
		Revision: 2.3
		Date: 5 June 2023
<b>Private Pilot Course (Airplane-single-engine)</b> <b>Section 4: Appendix A – Business Office &amp; Operating Base Diagram</b>		

## 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: 2.2 Date: 31 October 2022
	<b>Private Pilot Course (Airplane-single-engine) Section 5: Appendix B – Authorized Aircraft and ATD</b>	

## Authorized Aircraft and ATD

- Cessna 172R Skyhawk.
- one-G, LLC model Foundation AATD.

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.

The Airplane Single Engine AATD meets the requirements of 141.41(b). This AATD has a single configuration representing a Cessna 172 with analog instrumentation.

Refer to the current List of Aircraft and ATD on 141 Certificate for specific aircraft and ATD used in this course.

	Training Course Outline	Page: 6-1 Revision: 1.9 Date: 27 January 2022
	<b>Private Pilot Course (Airplane-single-engine) Section 6: Appendix C – Chief Flight Instructor</b>	

Chief Flight Instructor

Richard Bates

	Training Course Outline	Page: 7-1 Revision: 1.9 Date: 1/27/2022
	<b>Private Pilot Course (Airplane-single-engine) Section 7: Appendix D – Assistant Chief Instructor(s)</b>	

Assistant Chief Instructor(s)

Jacob Wilson

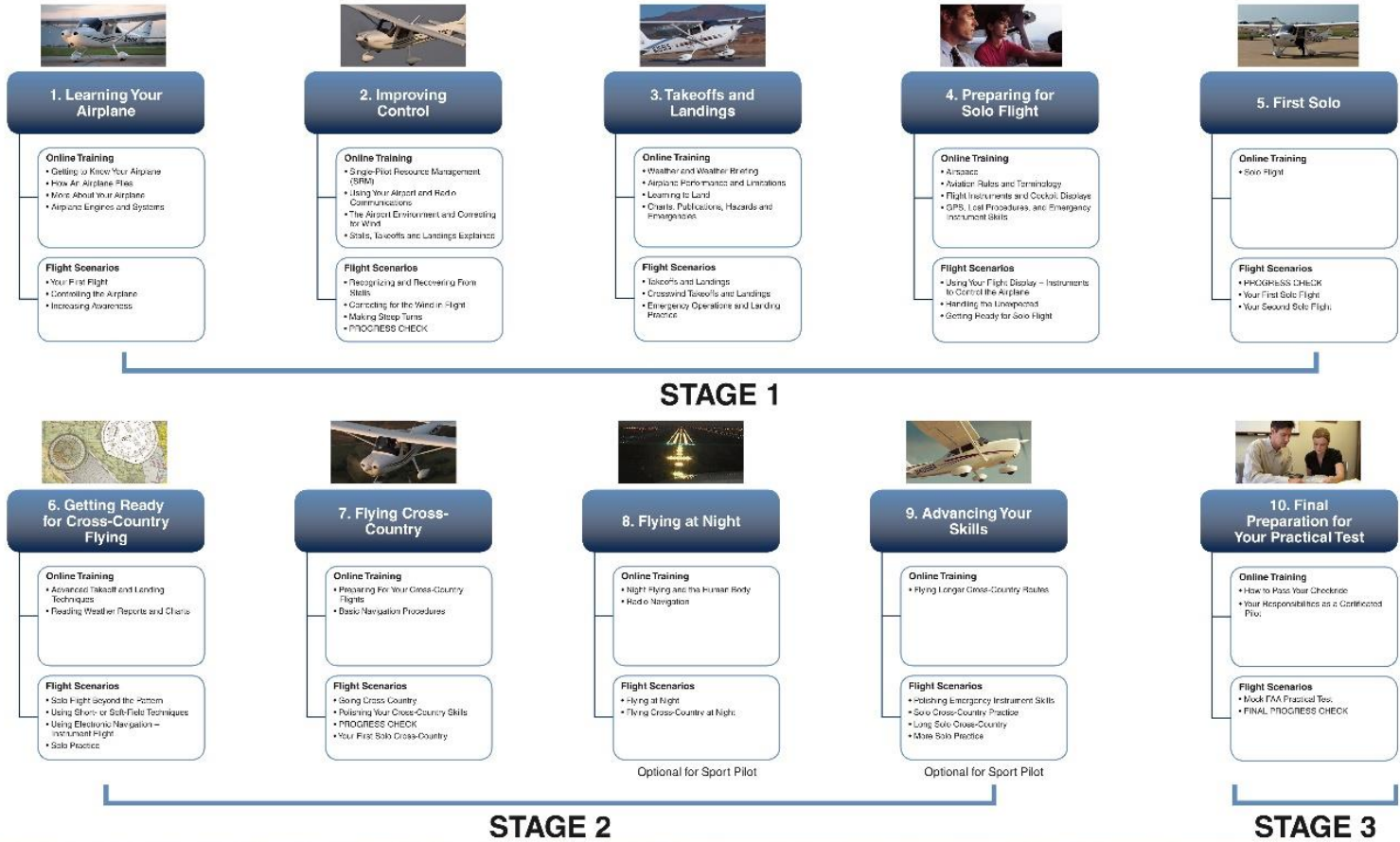
	Training Course Outline	Page: 8-1 Revision: 1.9 Date: 27 January 2022
	<b>Private Pilot Course (Airplane-single-engine) Section 8: Appendix E – Authorized Check Instructor(s)</b>	

### 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: ORIGINAL Date: 9 January 2018
	<b>Private Pilot Course (Airplane-single-engine)</b> <b>Section 9: Appendix F – Overview</b>	

## CESSNA PRIVATE PILOT TRAINING OVERVIEW



We teach the world to fly!



	Training Course Outline	Page: 10-1 Revision: 2.2 Date: 31 October 2022
	<b>Private Pilot Course (Airplane-single-engine) Section 10: Appendix G – Syllabus</b>	

## Syllabus

Cessna Sport / Private Pilot Training Course version 1.07

### NOTED DIFFERENCES BETWEEN THIS TCO DOCUMENT AND THE SYLLABUS

- The syllabus makes reference to a potential customer obtaining a Sport Pilot Certificate when working through and having completed this course. Any documentation in this syllabus that pertains to the Sport Pilot Certificate and ONLY the Sport Pilot Certificate should be ignored. Pages iv and D6 of the syllabus contain examples of this documentation.
- 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 vii 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 D5 of the syllabus contains an example of this documentation.
- Page xxiv of the syllabus makes reference to what a student will need to have in their physical possession when making solo flights. This section of the syllabus differs from the TCO in that it does not make mention of a student also having both current and valid FAA Medical Certificates and government issued photo ID. Consider the syllabus lacking and the additional requirements of this TCO to be followed.

### ATD USAGE

- As stated on page viii of the syllabus, the following scenarios may be performed in an aviation training device before flying the scenario in the airplane: stage 1 phase 2 scenario 3, stage 1 phase 4 scenario 1, stage 2 phase 6 scenario 3, stage 2 phase 7 scenario 1, stage 2 phase 7 scenario 4, stage 3 phase 10 scenario 1.
- Learning objectives and completion standards are as stated in the syllabus for each scenario or phase.
- The maximum ATD time that may be credited towards course minimums is 15%, or 5.25 hours.
- ATD time can be logged as instruction given, instruction received, and simulated instrument if in simulated IMC. Flight time, airplane time, cross-country, night, PIC, and solo cannot be logged. Landings cannot be logged. See FAR 61.51 and AC 61-136 for more information.

	Training Course Outline	Page: 10-2 Revision: 2.2 Date: 31 October 2022
	<b>Private Pilot Course (Airplane-single-engine) Section 10: Appendix G – Syllabus</b>	



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Aviation Safety

800 Independence Ave., SW.  
Washington, DC 20591

Mr. John McWhinney  
Senior Course Developer  
King Schools, Inc.  
3840 Calle Fortunada  
San Diego, CA 92123

Dear Mr. McWhinney:

The Federal Aviation Administration (FAA) has reviewed the King Syllabus sport pilot/private pilot, version 1.07 dated December 2019. The FAA finds the content of the private pilot syllabus meets acceptable training standards for use under Title 14 Code of Federal Regulations (14 CFR) part 141. The syllabus is adequate in scope and content for use under part 141 training provided all relevant part 141 requirements are adhered.

While a sport pilot course is not a course listed in part 141, §141.11 (b), this course could be approved under §141.57 as a special curricula course. The sport pilot course could achieve a level of pilot proficiency equivalent to that achieved by a training course and meet the requirements under part 61 of this chapter.

It is not a function of this office to certificate 14 CFR part 141 pilot schools and this letter is not to be construed as an authorization to conduct part 141 training. We are only acknowledging the material presented to the FAA's General Aviation and Commercial Division would be appropriate for use in a certificated part 141 pilot school. The authorization to operate a part 141 pilot school using this syllabus, or any other training material, is a function of the jurisdictional Flight Standards District Office (FSDO).

If you have any further questions, please do not hesitate to contact the General Aviation and Commercial Division at (202) 267-1100, or by email at [9-AFS-800-Correspondence@faa.gov](mailto:9-AFS-800-Correspondence@faa.gov).

Sincerely,

Shawn M. Hayes,  
Manager, Airmen Training and Certification Branch  
Flight Standards Service



	Training Course Outline	Page: 11-1 Revision: 2.1 Date: 30 September 2022
	Private Pilot Course (Airplane-single-engine) Section 11: Appendix H – Sample Enrollment Certificate	

Sample Enrollment Certificate

## Part 141 Enrollment Certificate

[Sample]

This document certifies that

Jane Doe

*Student Name*

Is enrolled in the Private Pilot Certification Course (Airplane Single 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: 2.1 Date: 30 September 2022
	Private Pilot Course (Airplane-single-engine) Section 12: Appendix I – Sample Graduation Certificate	

Sample Graduation Certificate

## Part 141 Graduation Certificate

[Sample]

This document certifies that

**Jane Doe**

*Student Name*

**QXE400**

*Graduation Number*

Has satisfactorily completed each required stage of the Private Pilot Certification Course (Airplane Single 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: **10**



*Chief Instructor*

**09/30/2022**

*Date of Graduation*

	Training Course Outline	Page: 13-1 Revision: 2.1 Date: 30 September 2022
	<b>Private Pilot Course (Airplane-single-engine)</b> <b>Section 13: Appendix J – Course Policies</b>	

## Course Policies

The Cessna Sport/Private Pilot 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 35 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).

### **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 4 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 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.

	Training Course Outline	Page: 13-2 Revision: 2.1 Date: 30 September 2022
	<b>Private Pilot Course (Airplane-single-engine) Section 13: Appendix J – Course Policies</b>	

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
- Copy of FAA Medical Certificate
- Signed Copy of the Aircraft Rental Agreement
- 141 Trainee Initiated Hold on Flight Training Reasoning (if applicable)
- Copy of a Government Issued Photo ID (Driver’s License Preferred)
- 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 3 distinct stages. The CBI course is divided as follows:

Stage 1, All Flight Scenarios, Ground Labs, Briefs, and Progress Checks prior to Phase 5, Flight Scenario 3.  
 Stage 2, All Flight Scenarios, Ground Labs, Briefs, and Progress Checks prior to Phase 9, Flight Scenario 4.  
 Stage 3, All Flight Scenarios, Ground Labs, Briefs, and Progress Checks through the final Progress Check (Phase 10, Flight Scenario 2).

Progress checks require 100 percent completion of all flight scenario elements within the phases leading up to the progress check. Sample ground lab and flight scenario reports are 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 required Progress Checks in this course (see Remarks in section 2).

	Training Course Outline	Page: 13-3 Revision: 2.1 Date: 30 September 2022
	<b>Private Pilot Course (Airplane-single-engine) Section 13: Appendix J – Course Policies</b>	

Since the Cessna Sport/Private Pilot 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. The CTA will also show ground lab questions missed and number of attempts per question.

### **Progress Checks**

The Cessna Sport/Private Pilot Course is divided into 3 stages. Stage One consists of all activity up to and including the Phase 5, Flight Scenario 3. Stage 2 consists of all activity after Phase 5, Flight Scenario 3 up to and including the Phase 9, Flight Scenario 4. Stage 3 consists of all activity in Phase 10 including the Final Progress Check, (Phase 10, Flight Scenario 2). 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 stage 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.

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

The Chief/Assistant Chief Instructor or Check Instructor will administer the 3 required Stage Checks in this course (see Remarks in section 2). 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. 1) Meet the requirements of Part 61 and take the check ride on that basis. 2) Receive additional training if needed, pass another final progress check, be issued of a new graduation certificate, and take the check ride.

If the first option is not possible, then to follow the second option 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 Private Pilot Course (Airplane-Single-Engine). Part 141 experience cannot exceed 50 percent of the Private Pilot Course (Airplane-Single-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 Private Pilot Course (Airplane-Single-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 Private Pilot Course (Airplane-Single-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 the previous

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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 Private Pilot 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.

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## 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

### **Cessna 172R**

### *Conditions:*

- Maximum Takeoff Weight of 2,450lbs.
- 1,200 feet Pressure Altitude
- 32 Degrees Celsius
- No Wind

### *Data:*

Takeoff Ground Roll - 1,200 feet

Takeoff Over a 50 foot Obstacle – 2,144 feet

Landing Ground Roll - 609 feet

Landing Distance Over 50 foot Obstacle - 1,388 feet



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	<b>Private Pilot Course (Airplane-single-engine)</b> <b>Section 15: Appendix L – Sample Completed Ground and Flight Scenarios within the CTA</b>	

### Sample Completed Ground Scenarios within the CTA

CPC Training Sessions

Home Study Course

<b>Stage 1: Pre-Solo</b>		<b>Completed</b>
✓  Phase 1: Learning Your Airplane		10/6/2016
✓  Phase 2: Improving Control		10/13/2016
✓  Phase 3: Takeoffs and Landings		10/26/2016
✓  Phase 4: Preparing for Solo Flight		10/31/2016
✓  Phase 5: First Solo		10/31/2016
<b>Stage 2: Solo and Cross-Country Flying</b>		
✓  Phase 6: Getting Ready for Cross-Country Flying		11/16/2016
✓  Phase 7: Flying Cross-Country		12/3/2016
✓  Phase 8: Flying at Night		12/28/2016
✓  Phase 9: Advancing Your Skills		12/11/2016
<b>Stage 3: Preparing for Your Practical Test</b>		
✓  Phase 10: Final Preparation for Your Practical Test		12/28/2016

Exam	Completed	Score
Practice Exam # 1	12/28/2016 2:19:48 PM	87%
Practice Exam # 2	12/28/2016 7:04:51 PM	87%
Practice Exam # 3	12/29/2016 6:12:15 AM	95%
Randomly Generated Exam	12/29/2016 7:24:55 PM	87%

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### Sample Completed Flight Scenarios Within the CTA

CPC Training Sessions    Home Study Course

<b>Stage 1: Pre-Solo</b>		
✓ Phase 1: Learning Your Airplane		9/23/2016
✓ Phase 2: Improving Control		10/21/2016
✓ Phase 3: Takeoffs and Landings		11/4/2016
✓ Phase 4: Preparing for Solo Flight		12/30/2016
✓ Phase 5: Solo Flight		11/11/2016
<b>Stage 2: Solo and Cross-Country Flying</b>		
✓ Phase 6: Getting Ready for Cross-Country Flying		12/30/2016
✓ Phase 7: Flying Cross-Country		12/14/2016
✓ Phase 8: Flying at Night		12/27/2016
🔗 Phase 9: Advancing Your Skills		---
<b>Stage 3: Preparing for Your Practical Test</b>		
Phase 10: Final Preparation for Your Practical Test		---
<b>Ground Training</b>		
🔗 Ground Training Checklist		---

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### Sample Completed Flight Scenarios Within the CTA

	Date	Model	Tail Number	Phase	Scenario	Landings		Pilotage 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	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	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	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	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	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	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	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	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	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	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	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	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	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	2.1	0.0	0.0	0.0	0.0	John Learned	
<b>Totals:</b>						<b>55</b>	<b>16</b>	<b>18.8</b>	<b>0.0</b>	<b>7.6</b>	<b>7.6</b>	<b>3.1</b>	<b>13.4</b>	<b>5.1</b>	<b>0.0</b>	<b>3.5</b>	<b>26.4</b>	<b>0:0.0</b>	<b>0.0</b>	<b>24.8</b>	<b>24.8</b>		
<b>Required:</b>						<b>0</b>	<b>10</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>3.0</b>	<b>3.0</b>	<b>5.0</b>	<b>3.0</b>	<b>0.0</b>	<b>40.0</b>						
<b>Remaining:</b>						<b>0</b>	<b>0</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.6</b>						

