COMPLEX AIRCRAFT CHECKOUT

As a prerequisite to qualify in Flight Training Center complex aircraft, a pilot must have logged 125 hours of pilot time (AFMAN 34-152; attachment 4-5 June 2019). Then if:

(A) A pilot has logged 25 hours of complex time in the last two (2) years, a checkout must include, but is not limited to:

1. Landings and takeoffs to include normal, short field, soft field and no flap landings
2. Emergencies and systems malfunctions
3. Attitude instrument review to include partial panel
4. In flight maneuvers to include stalls and slow flight and other maneuvers as may be appropriate
5. Operation of avionics

(B) A pilot has logged fewer than 25 hours of complex time in the last two (2) years, but has an FAA complex endorsement, the checkout must include a minimum of 5 hours of flight time, including, but not limited to:

1. 15 landings and takeoffs to includes normal, short field, soft field, and no flap landings
2. Emergencies and systems malfunctions
3. Attitude instrument review to include partial panel
4. In flight maneuvers to include stalls, slow flight and other maneuvers as may be appropriate
5. Review of operation of constant speed propellers, including power settings, climb and descent procedures and proper leaning procedures
6. Operation of avionics

(C) A pilot does not have an FAA complex aircraft endorsement, the checkout must include a minimum of 10 hours of flight time including, but not limited to:

1. 20 landings and takeoffs to include normal, short field, soft field and no flap landings
2. Emergencies and systems malfunctions
3. In flight maneuvers to include stalls and slow flight
4. Attitude instrument review to include partial panel
5. Operation of constant speed propellers, including power settings, climb and descent procedures and proper leaning procedures
6. Operation of avionics

(D) Ground training must include for all pilots:

1. Review of complex aircraft systems
2. Emergencies and systems malfunctions
3. Preflight inspection
4. Fueling and servicing
5. Weight and balance calculation
6. Performance and operational limitations
7. Climb and descent procedures
8. Operation of avionics

Note:

Requirements as set out in (A), (B) or (C) above may be modified in individual circumstances with chief flight instructor approval.

A portion of the flight time as set out in (A), (B) or (C) above may be accomplished in the Redbird Simulator.