

IPC Review SEL or MEL

Name _____ Date _____ TOT _____

START _____ OFF _____ ON _____ IN _____

⇒ Preflight Discussion

⇒ Aircraft Performance Calculation

⇒ IFR Flight Plan, Clearances
Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./
Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color

⇒ Normal and Crosswind Takeoff
(Heading +5 degrees, Airspeed +-5 Kts.)

⇒ Engine Failure During Takeoff Before Vmc
(Simulated & Calculated 50 percent below Vmc)

⇒ Engine Failure After Lift-Off (Simulated >Vsse, Vxse, Vyse,
>400AGL Vxse or Vmc+5 then Vyse HDG. 10° ASPD 5Kt.

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-
Limiting at 50' AGL)

⇒ Unusual Attitude Recovery
(Airspeed Increasing = Power, Level Wings, Raise Pitch;
Airspeed Decreasing = Power, Lower Pitch, Level Wings.)

⇒ VMC Demonstration (10Kts>Sse, Bank, Pitch = 1Kt/Sec)
(HDG +-20° Accelerate to Vyse +10 -5)

⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd.
+10 -0 Bank +-10°.)

⇒ Approaches to Stalls (At least one while turning in 15 to
30 degree bank)

⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts.
Altitude +-100' Heading +-10°)

_____ VOR _____ ILS _____ LOC

_____ WAAS _____ RNAV _____ BC

⇒ Low Approach (Missed Approach) (Heading +-10°
Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landing and Approaches to
Landing (1.3Vso +10 -5 Kts. with wind/gust factor
applied, TD<=400')

⇒ Landing from a Circling Approach (Heading +-5° Altitude
+100'-0' Airspeed +-5 Kts.)

⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts.
with wind/gust factor applied, TD<=200')

⇒ Landing with Inoperative Engine by Reference to
Instruments (3/4 CDI & GS or 10°. +-10Kts.)

⇒ Abnormal Procedures (Systems)

⇒ Emergency Procedures

⇒ Practice as Necessary

⇒ Postflight

NOTES:

Instrument Proficiency Check SEL or MEL

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⇒ Steep Turns
45 Degree Bank Altitude +- 5 Degrees Heading +-10
degrees Altitude +-100' Airspeed +-10 Knots (VA 151;
27"MAP 2300RPM; AI, VSI, ALT)

⇒ Unusual Attitude Recovery
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Airspeed Decreasing = Power, Lower Pitch, Level Wings.)

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+10 -0 Bank +-10°.)

⇒ Approaches to Stalls (At least one while turning in 15 to 30
degree bank)

⇒ Approaches: (<3/4 Scale Deflection) (Airspeed +-10
Kts. Altitude +-100' Heading +-10°)

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⇒ Low Approaches (Missed Approach) (Heading +-10°
Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landing and Approaches to
Landing (1.3Vso +10 -5 Kts. with wind/gust factor
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with wind/gust factor applied, TD<=200')

⇒ Landing with Inoperative Engine by Reference to
Instruments (3/4 CDI & GS or 10°. +-10Kts.)

⇒ Abnormal Procedures (Systems)

⇒ Emergency Procedures

⇒ Landing from a Circling Approach (Heading +-5° Altitude
+100'-0' Airspeed +-5 Kts.)

⇒ Postflight

⇒ Endorsement

NOTES: