

ADVANTAGE AVIATION, INC.
AIRCRAFT CHECKOUT REQUIREMENTS

Effective 09.25.24

Notes: All checkouts that state “checkout to demonstrated proficiency” generally will be at least a minimum of 3 hours flight time unless higher number specified.

1. All Standard Aircraft <200 HP: Checkout to demonstrated proficiency; minimum 5 hour flight time checkout if the member has logged ≤ 10 hours in the specific make and model. 90 day currency unless otherwise specified.
2. All High Performance Aircraft > 200 HP: Checkout to demonstrated proficiency; minimum 5 hour flight time checkout if the member has logged ≤ 10 hours in the specific make and model; a minimum of 10 hours flight time if the member does not already have a high performance endorsement which was obtained in an aircraft of both (a) equal or greater horsepower, and (b) number of cylinders, prior to commencement of the checkout. 60 day currency.

Additional Requirements for Specific Aircraft and Types Listed Below:

3. Tailwheel aircraft: Tailwheel endorsement, checkout to demonstrated proficiency as above, and a phase check. 60 day currency.
4. Retractable gear up to 200 HP: checkout to demonstrated proficiency, 25 hours retractable, minimum 10 hours in type. 60 day currency.
5. Retractable gear ≥ 201 HP: minimum 250 total PIC time, 25 hours retractable, 25 hours high performance, and minimum of 10 hour checkout to demonstrated proficiency in type.
6. Cessna T182T (Turbo): 250 total PIC time, instrument rating and checkout to demonstrated proficiency.
7. Cessna T206H: 300 total PIC time, instrument rating and checkout to demonstrated proficiency, and a phase check.
8. Cirrus SR20: checkout to demonstrated proficiency, completion of Cirrus online training and a phase check.
9. Cirrus SR22: 250 total PIC time, instrument rating, 25 hours high performance, checkout to demonstrated proficiency (minimum 10 hours unless member has logged > 20 hours make and model), instruction only by Advantage Cirrus approved instructor, completion of Cirrus online training, and a phase check. SR22 G7 also requires Cirrus G7 transition course.
10. Cirrus SR22 Turbo: 250 total PIC time, instrument rating, 25 hours high performance, minimum 10 hours checkout unless member has logged ≥ 25 hours make and model, instruction only by Advantage Cirrus approved instructor, completion of Cirrus online training, and a phase check.
11. Beechcraft Bonanza G36: 250 total PIC time, instrument rating, 25 hours retractable gear, 25 hours high performance, checkout to proficiency (minimum 10 hours unless ≥ 25 hours in make and model), completion of BPPP Bonanza Society online training course, and a phase check.

12. Beechcraft Duchess:
 - a. If at least 25 hours of dual multi training previously obtained at Advantage: minimum 500 total PIC time, and a commercial or instrument rating (in addition to multi rating), and checkout to demonstrated proficiency. 60 day currency.
 - b. If less than 25 hours of dual multi training previously received at Advantage: minimum 750 total PIC time and 50 hours multi-engine, minimum 5 hours in type (in addition to multi rating), checkout to demonstrated proficiency, and a phase check. 60 day currency.
13. Specialty aircraft and very high hull value aircraft checkout and currency requirements will be determined by the Chief Pilot and Management on a per member and per plane basis.

Notwithstanding any other specified minimums, all checkouts will be no less than 5 hours flight time if the member obtained their private pilot certificate at a location other than Advantage Aviation, unless otherwise approved by an Advantage Officer, Chief Pilot, or a Phase Check instructor designated by an Officer or Chief Pilot. All checkouts to proficiency must be with an Advantage instructor, regardless of prior, non-Advantage, experience. All phase checks must be completed prior to final checkout and performed by an Officer, Chief Pilot, or an approved senior instructor they assign. Variances from these checkout requirements may only be approved by an Officer or the Chief Pilot.

Special Flow Down Currency for Specified Cessna Aircraft: Any pilot who is not current in a Cessna 172, Cessna 182, Cessna T182T, or Cessna T206 but who IS current in the next "higher" type will be considered current in the "lower" model for twice the normal currency length for that lower model. Several examples may assist in understanding this rule:

- (a) a pilot who is current in the Cessna 182 (has flown a Cessna 182 within the previous 60 days), but has not flown a Cessna 172 within the past 90 days, will nevertheless be considered current in the Cessna 172 for 180 days (2 x 90 day currency) from the pilot's last flight in a Cessna 172.
- (b) a pilot who is current in the Cessna T182T (has flown a Cessna T182T within the past 60 days), but has not flown a Cessna 182 within the past 60 days, will nevertheless be considered current in the Cessna 182 for 120 days (2 x 60 day currency) from the pilot's last flight in a Cessna 182.
- (c) By way of further example, if on July 30th
 - i) the pilot last flew a Cessna 172 on April 1st (so normally would be out of currency as of June 30th, i.e., 90 days from April 1st),
 - ii) but the pilot flew a Cessna 182 on July 1st
 - iii) the pilot may consider their currency in the Cessna 172 extended until 180 days from April 1st (so until September 28th).