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ABRIDGED

SPORT PILOT

Practical Test Standards

for

- **Airplane**

This document has been edited.
Only information related to
Airplane Land is included.

December 2004

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FLIGHT STANDARDS SERVICE
Washington, DC 20591

FOREWORD

The Sport Pilot Practical Test Standards for Airplane, Gyroplane, Glider, and Flight Instructor has been published by the Federal Aviation Administration (FAA) to establish the standards for the knowledge and skills necessary for the issuance of a Sport Pilot Certificate and a Flight Instructor Certificate with a Sport Pilot rating.

* FAA inspectors, designated pilot examiners, and flight instructors must conduct instruction, proficiency checks, and practical tests in compliance with these standards. Flight instructors and applicants should find these standards helpful during training and when preparing for the practical test or proficiency check.

/s/ 12-20-2004

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INTRODUCTION

General Information

The Flight Standards Service of the Federal Aviation Administration (FAA) has developed this practical test book as the standard that shall be used by FAA inspectors and designated pilot examiners (DPEs) when conducting sport pilot and flight instructor with a sport pilot rating practical tests or proficiency checks.

The word “examiner” is used throughout the standards to denote either the FAA inspector or an FAA designated pilot examiner who conducts an official practical test or proficiency check. When an examiner conducts a proficiency check they are acting in the capacity of an authorized instructor.

A proficiency check is an evaluation of aeronautical knowledge and flight proficiency IAW Title 14 of the Code of Federal Regulations (14 CFR) part 61, section 61.321 or 61.419. A proficiency check must be administered using the appropriate practical test standard (PTS) for the category of aircraft when a pilot or a flight instructor adds new category/class privileges. Upon successful completion of the proficiency check the authorized instructor will endorse the applicant’s logbook indicating the added category/class of equipment that the applicant is authorized to operate. When an examiner conducts a proficiency check they are acting in the capacity of an authorized instructor.

DPEs must have designation authority to conduct sport pilot initial evaluations (Sport Pilot Examiner [SPE]) and flight instructors with a sport pilot rating initial evaluations (Sport Pilot Flight Instructor Examiner [SFIE]) per FAA Order 8710.7, Sport Pilot Examiner’s Handbook.

Authorized instructors must use this PTS when preparing applicants for practical tests or proficiency checks and when conducting proficiency checks. Applicants should be familiar with this book and refer to these standards during their training.

Information considered directive in nature is described in this practical test book in terms, such as “shall” and “must” indicating the actions are mandatory. Guidance information is described in terms, such as “should” and “may” indicating the actions are desirable or permissive, but not mandatory.

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The FAA gratefully acknowledges the valuable assistance provided by many individuals and organizations throughout the aviation community who contributed their time and talent in assisting with the development of this practical test standard.

This PTS may be purchased from the Superintendent of Documents, U.S. Government Printing Office (GPO), Washington, DC 20402-9325, or from <http://bookstore.gpo.gov>. This PTS is also available for download, in pdf format, from the Flight Standards Service web site at www.faa.gov.

The U.S. Department of Transportation, Federal Aviation Administration, Airman Testing Standards Branch, AFS-630, P.O. BOX 25082, Oklahoma City, OK 73125 publishes this PTS. Comments regarding this PTS should be sent, in e-mail form, to AFS630comments@faa.gov.

Practical Test Standards Concept

14 CFR part 61.311 specifies the AREAS OF OPERATION in which knowledge and skill must be demonstrated by the applicant before the issuance of a Sport Pilot Certificate or privileges. The CFRs provide the flexibility to permit the FAA to publish practical test standards containing the AREAS OF OPERATION and specific TASKs in which pilot competency shall be demonstrated. The FAA shall revise this practical test standard whenever it is determined that changes are needed in the interest of safety. **Adherence to the provisions of the regulations and the practical test standards is mandatory for practical tests and proficiency checks.**

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Practical Test Book Description

This test book contains the following Sport Pilot Practical Test Standards.

- Section 1—Airplane Single-Engine Land and Sea
- Section 2—Gyroplane
- Section 3—Glider

The Sport Pilot Practical Test Standards include the AREAS OF OPERATION and TASKs for the issuance of an initial Sport Pilot Certificate and for the addition of sport pilot category/class privileges.

Practical Test Standards Description

*

AREAS OF OPERATION are phases of the practical test or proficiency check arranged in a logical sequence within each standard. They begin with Preflight Preparation and end with Postflight Procedures. The examiner may conduct the practical test or proficiency check in any sequence that will result in a complete and efficient test. An authorized instructor may conduct a proficiency check in any sequence that will result in a complete and efficient test. However, the ground portion of the practical test or proficiency check shall be accomplished before the flight portion.

TASKs are specific knowledge areas, flight procedures, or maneuvers appropriate to an AREA OF OPERATION. The abbreviation(s) within parentheses immediately following a TASK refer to the appropriate class of aircraft. The meaning of each class abbreviation is as follows:

ASEL Airplane Single-engine Land

ASES Airplane Single-engine Sea

When administering a test using section 1, 2, 3, or 4 of this PTS, the TASKs appropriate to the class aircraft (ASEL and ASES) used for the test shall be included in the plan of action. The absence of a class indicates the TASK is for all classes.

NOTE is used to emphasize special considerations required in the AREA OF OPERATION or TASK.

REFERENCE identifies the publication(s) that describe(s) the TASK. Descriptions of TASKs are not included in these standards because this information can be found in the current issue of the listed reference. Publications other than those listed may be used for reference if their content conveys substantially the same meaning as the referenced publications.

These practical test standards are based on the following references.

| | |
|-----------------------|---|
| 14 CFR part 43 | Maintenance, Preventive Maintenance, Rebuilding, and Alteration |
| 14 CFR part 61 | Certification: Pilots, Flight Instructors, and Ground Instructors |
| 14 CFR part 67 | Medical Standards Certification |
| 14 CFR part 71 | Designation of class A, B, C, D, and E airspace |
| 14 CFR part 91 | General Operating and Flight Rules |
| AC 00-6 | Aviation Weather |
| AC 00-45 | Aviation Weather Services |
| AC 60-22 | Aeronautical Decision Making |
| AC 60-28 | English Language Skill Standards |

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| AC 61-65 | Certification: Pilot and Flight Instructors and Ground Instructors |
| AC 61-67 | Stall and Spin Awareness Training |
| AC 61-84 | Role of Preflight Preparation |
| AC 61-134 | General Aviation Controlled Flight Into Terrain Awareness |
| AC 90-23 | Aircraft Wake Turbulence |
| AC 90-48 | Pilots' Role in Collision Avoidance |
| AC 90-66 | Recommended Standard Traffic Patterns and Practices for Aeronautical Operations At Airports Without Operating Control Towers |
| AC 91-13 | Cold Weather Operation of Aircraft |
| AC 91-69 | Seaplane Safety for FAR Part 91 Operations |
| AC 120-51 | Crew Resource Management Training |
| FAA-H-8083-1 | Aircraft Weight and Balance Handbook |
| FAA-H-8083-3 | Airplane Flying Handbook |
| FAA-H-8083-9 | Aviation Instructor's Handbook |
| FAA-H-8083-13 | Glider Flying Handbook |
| FAA-H-8083-21 | Rotorcraft Flying Handbook |
| FAA-H-8083-23 | Seaplane, Skiplane, and Float/Ski Equipped Helicopter Flying Handbook |
| FAA-H-8083-25 | Pilot's Handbook of Aeronautical Knowledge |
| AIM | Aeronautical Information Manual |
| AFD | Airport Facility Directory |
| NOTAMs | Notices to Airmen |
| Other | Pilot Operating Handbook/ FAA-Approved Flight Manual Aeronautical Navigation Charts Seaplane Supplement |

The Objective lists the important elements that must be satisfactorily performed to demonstrate competency in a TASK. The Objective includes:

1. specifically what the applicant should be able to do;
2. conditions under which the TASK is to be performed;
3. acceptable performance standards; and
4. safety considerations, when applicable.

Abbreviations

| | |
|--------|---|
| 14 CFR | Title 14 of the Code of Federal Regulations |
| AC | Advisory Circular |
| ADM | Aeronautical Decision Making |
| AFD | Airport Facility Directory |
| AFM | Airplane Flight Manual |
| AFSS | Automated Flight Service Station |
| AGL | Above Ground Level |
| AIM | Aeronautical Information Manual |

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|-------|--|
| ASEL | Airplane Single Engine Land |
| ASES | Airplane Single Engine Sea |
| ASOS | Automated Surface Observing System |
| ATC | Air Traffic Control |
| ATIS | Automatic Terminal Information Service |
| AWOS | Automated Weather Observing System |
| CFIT | Controlled Flight into Terrain |
| CRM | Cockpit Resource Management |
| CTAF | Common Traffic Advisory Frequency |
| FA | Area Weather Forecast |
| FAA | Federal Aviation Administration |
| GPO | Government Printing Office |
| IMC | Instrument Meteorological Conditions |
| METAR | Meteorological Aviation Report (Routine) |
| NOTAM | Notices to Airmen |
| NTSB | National Transportation Safety Board |
| PPC | Powered Parachute |
| POH | Pilot Operating Handbook |
| PTS | Practical Test Standard |
| RPM | Revolutions per Minute |
| SS | Single-seat |
| SUA | Special Use Airspace |
| TAF | Terminal Aviation Forecast |
| TFR | Temporary Flight Restrictions |
| VFR | Visual Flight Rules |
| WSC | Weight-shift Controlled |

Use of the Practical Test Standards Book

The FAA requires that all sport pilot and sport pilot flight instructor practical tests and proficiency checks be conducted in accordance with the appropriate sport pilot practical test standards and the policies set forth in this INTRODUCTION. Applicants must be evaluated in **ALL** TASKs included in each AREA OF OPERATION of the appropriate practical test standard, unless otherwise noted.

*

An applicant, who holds at least a Sport Pilot Certificate seeking additional aircraft category/class privileges at the sport pilot level, must be evaluated in all the AREAS OF OPERATION and TASKs listed in the PTS.

In preparation for each practical test or proficiency check, the examiner or authorized instructor shall develop a written "plan of action." The "plan of action" shall include all TASKs in each AREA OF OPERATION, unless noted otherwise. If the elements in one TASK have already been evaluated in another TASK, they need not be repeated.

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For example, the “plan of action” need not include evaluating the applicant on complying with markings at the end of the flight, if that element was sufficiently observed at the beginning of the flight. **Any TASK selected for evaluation during a practical test or proficiency check shall be evaluated in its entirety.** Exception: examiners evaluating single-seat applicants from the ground shall evaluate only those TASK elements that can be accurately assessed from the ground.

*

The examiner or authorized instructor is not required to follow the precise order in which the AREAS OF OPERATION and TASKs appear in this book. The examiner or authorized instructor may change the sequence or combine TASKs with similar Objectives to have an orderly and efficient flow of the practical test or proficiency check events.

The examiner’s or authorized instructor’s “plan of action” shall include the order and combination of TASKs to be demonstrated by the applicant in a manner that will result in an efficient and valid test.

The examiner or authorized instructor is expected to use good judgment in the performance of simulated emergency procedures. The use of the safest means for simulation is expected. Consideration must be given to local conditions, both meteorological and topographical, at the time of the test, as well as the applicant’s workload, and the condition of the aircraft used during the practical test or proficiency check. **If the procedure being evaluated would jeopardize safety, it is expected that the applicant will simulate that portion of the maneuver.**

Special Emphasis Areas

Examiners and authorized instructors shall place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are:

1. positive aircraft control;
2. procedures for positive exchange of flight controls;
3. stall and spin awareness (if appropriate);
4. collision avoidance;
5. wake turbulence and low level wind shear avoidance;
6. runway incursion avoidance;
7. controlled flight into terrain (CFIT);
8. aeronautical decision making/risk management;
9. checklist usage;

The Special Emphasis Areas are some of the most often overlooked issues by candidates. Many examiners will place extra emphasis on these subjects. Study each of these and be prepared to explain and demonstrate them.

10. spatial disorientation;
11. temporary flight restrictions (TFR);
12. special use airspace (SUA);
13. aviation security; and
14. other areas deemed appropriate to any phase of the practical test or proficiency check.

Although these areas may not be specifically addressed under each TASK, they are essential to flight safety and will be evaluated during the practical test or proficiency check. In all instances, the applicant's actions will be evaluated in accordance to the standards of the TASKs and the ability to use good judgment with reference to the special emphasis areas listed above.

Sport Pilot—Practical Test Prerequisites (Initial)

An applicant for a Sport Pilot Certificate is required by 14 CFR part 61 to:

1. be at least 17 years of age (or 16 if applying to operate a glider or balloon);
2. be able to read, speak, write, and understand the English language. If there is a doubt, use AC 60-28, English Language Skill Standards;
3. have passed the appropriate sport pilot knowledge test since the beginning of the 24th month before the month in which he or she takes a practical test;
4. have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed;
5. possess a current and valid U.S. driver's license or a valid Airman Medical Certificate issued under 14 CFR part 67;
6. have an endorsement from an authorized instructor certifying that the applicant has received and logged training time within 60 days preceding the date of application in preparation for the practical test, and is prepared for the practical test; and
7. have an endorsement certifying that the applicant has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.

Sport Pilot—Practical Test Prerequisites (Registered Ultra-Light Pilots)

If you are a registered ultra-light pilot with an FAA-recognized ultra-light organization on or before September 1, 2004, and you want to apply for a Sport Pilot Certificate, then you must, not later than January 31, 2007 (14 CFR part 61, section 61.329):

1. meet the eligibility requirements in 14 CFR part 61, sections 61.305 and 61.23, but **not** the aeronautical knowledge requirements specified in section 61.309, the flight proficiency requirements specified in section 61.311, and the aeronautical experience requirements specified in section 61.313;
2. pass the knowledge test for a Sport Pilot Certificate specified in 14 CFR part 61, section 61.307;
3. pass the practical test for a Sport Pilot Certificate specified in 14 CFR part 61, section 61.307;
4. provide the FAA with a certified copy of your ultra-light pilot records from an FAA-recognized ultra-light organization, and those records must—
 - a. document that you are a registered ultra-light pilot with that FAA-recognized ultra-light organization; and
 - b. indicate that you are recognized to operate each category and class of aircraft for which you seek sport pilot privileges.

Sport Pilot—Additional Privileges

If you hold a Sport Pilot Certificate or higher and seek to operate an additional category or class of light-sport aircraft (14 CFR part 61, section 61.321), you must:

1. receive a logbook endorsement from the authorized instructor who trained you on the applicable aeronautical knowledge areas specified in 14 CFR part 61, section 61.309 and areas of operation specified in section 61.311. The endorsement certifies you have met the aeronautical knowledge and flight proficiency requirements for the additional light-sport aircraft privileges you seek;
2. successfully complete a proficiency check from an authorized instructor other than the one who trained you on the aeronautical knowledge areas and areas of operation specified in 14 CFR part 61, sections 61.309 and 61.311 for the additional light-sport aircraft privilege you seek;

3. complete an application for those privileges on a form in a manner acceptable to the FAA and present this application to the authorized instructor who conducted the proficiency check specified in above paragraph;
4. receive a logbook endorsement from the instructor who conducted the proficiency check specified in 2 above, certifying you are proficient in the applicable areas of operation and aeronautical knowledge areas and that you are authorized for the additional category and class light-sport aircraft privilege.

Aircraft and Equipment Required for the Practical Test/Proficiency Check

The applicant for a Sport Pilot Certificate is required in accordance with 14 CFR part 61, section 61.45, to provide an aircraft that has a current airworthiness certificate and is in a condition for safe flight, for use during the practical test or proficiency check. This section further requires that the aircraft must:

1. be of U.S., foreign or military registry of the same category, class, and type, if applicable, for the certificate or privileges for which the applicant is applying;
2. have fully functioning dual controls, except as provided for in 14 CFR part 61, section 61.45(c), (e), and (f); and
3. be capable of performing all AREAS OF OPERATION appropriate to the privileges sought and have no operating limitations, which prohibit its use in any of the AREAS OF OPERATION, required for the practical test or proficiency check.
4. have an altitude and an airspeed indicating system, as appropriate, for all tasks that require demonstration of skill within an altitude/airspeed.

The aircraft utilized for sport pilot and sport pilot flight instructor practical tests and proficiency checks must be a light-sport aircraft as defined in 14 CFR part 1.

Single-Seat Aircraft Practical Test

Applicants for a Sport Pilot Certificate may elect to take their test in a single-seat aircraft. The FAA established in 14 CFR part 61, section 61.45(f) specific requirements to allow a practical test for a Sport Pilot Certificate only. This provision does not allow a practical test for a Flight Instructor Certificate or Recreation Pilot Certificate or higher to be conducted in a light-sport aircraft that has a single-pilot seat.

With certain limitations, the practical test for a Sport Pilot Certificate may be conducted from the ground by an examiner. The examiner must agree to conduct the practical test in a single-seat aircraft and must ensure that the practical test is conducted in accordance with the sport pilot practical test standards for single-seat aircraft. **Knowledge of all TASKs applicable to their category/class of aircraft will be evaluated orally.** Single-seat sport pilots shall demonstrate competency in those specific TASKs identified by a NOTE in the AREA OF OPERATION for a single-seat practical test and any other TASKs selected by the examiner. Examiners evaluating single-seat applicants from the ground shall evaluate only those TASK **elements** that can be accurately assessed from the ground.

Practical test in a single-seater? Better read this thoroughly.

The examiner **must maintain radio contact** with the applicant and be in a position to observe the operation of the aircraft while evaluating the proficiency of the applicant from the ground.

Sport pilots taking the practical test in a single-seat aircraft will have the limitation, "No passenger carriage and flight in a single-pilot seat aircraft only" placed on their pilot certificate, per 61.45 (f) (3), limiting their operations to a single-seat light-sport aircraft and no passenger carriage will be authorized.

Only an examiner is authorized to remove this limitation when the sport pilot takes a complete practical test in a two-place light-sport aircraft. This practical test may be conducted in the same or additional category of aircraft.

Upon successful completion of the practical test, the limitation will be removed, and the sport pilot is authorized to act as pilot in command in all categories of light-sport aircraft that he or she has a make and model endorsement within a set of aircraft to operate. The limitation can also be removed if the sport pilot completes the certification requirements in an aircraft with a minimum of two places, for a higher certificate or rating.

Single-Seat Aircraft Proficiency Check

Sport pilot proficiency checks may be preformed in a single-seat aircraft. The FAA believes it is appropriate for an instructor to perform a proficiency check for an additional category/class privilege to a Sport Pilot Certificate or higher, in accordance with 14 CFR part 61, section 61.321, using a single-seat light-sport aircraft, providing the authorized instructor is an examiner. When an examiner conducts a proficiency check they are acting in the capacity of an authorized instructor.

The authorized instructor must agree to conduct the practical test in a single seat light-sport aircraft and must ensure that the proficiency check is conducted in accordance with the sport pilot practical test standards for single-seat aircraft. Knowledge of all TASKs applicable to the category or class of aircraft will be evaluated orally. Those pilots seeking sport pilot privileges in a single-seat light-sport aircraft shall demonstrate competency in those specific TASKs identified by a NOTE in the AREA OF OPERATION for a single-seat proficiency check and any other TASKs selected by the authorized instructor. Authorized instructors evaluating single-seat applicants from the ground shall evaluate only those TASK **elements** that can be accurately assessed from the ground.

The authorized instructor must have radio contact and be in a position to observe the operation of the light-sport aircraft and evaluate the proficiency of the applicant from the ground.

On successful completion of a proficiency check, the authorized instructor will issue an endorsement with the following limitation “No passenger carriage and flight in a single-pilot seat aircraft only (add category/class/make and model)” limiting his or her operations to a single-seat aircraft in this category, class, make, and model. The authorized instructor must sign this endorsement with his or her flight instructor and examiner number.

This limitation can be removed by successfully completing a proficiency check, accomplishing the additional TASKs identified in the practical test standards in a two-place light-sport aircraft in that specific category and class, in accordance with 14 CFR part 61, section 61.321. This proficiency check must be conducted in the same category and class of light-sport aircraft. Upon successful completion of the proficiency check, the applicant will be given an endorsement for the aircraft privilege sought.

Those recreational pilots or higher exercising sport pilot privileges will be required to have an endorsement for only the category and/or class of light-sport aircraft they are now authorized to act as pilot in command. A sport pilot will be required to have an endorsement for the category, class, make, and model within a set of aircraft in which he or she is now authorized to act as pilot in command.

Flight Instructor Responsibility

An appropriately rated flight instructor is responsible for training the sport pilot applicant to acceptable standards in **ALL** subject matter areas, procedures, and maneuvers included in the TASKs within each AREA OF OPERATION in the appropriate sport pilot practical test standard.

Because of the impact of their teaching activities in developing safe, proficient pilots, flight instructors should exhibit a high level of knowledge, skill, and the ability to impart that knowledge and skill to students.

Throughout the applicant's training, the flight instructor is responsible for emphasizing the performance of effective visual scanning and collision avoidance procedures.

The FAA expects a lot from your instructor and you should, too.

Examiner Responsibility

The examiner conducting the practical test or authorized instructor conducting the proficiency check is responsible for determining that the applicant meets the acceptable standards of knowledge and skill of each TASK within each appropriate AREA OF OPERATION. Since there is no formal division between the "oral" and "skill" portions of the practical test or proficiency check, this oral portion becomes an ongoing process throughout the test. Oral questioning, to determine the applicant's knowledge of TASKs and related safety factors, should be used judiciously at all times, especially during the flight portion of the practical test or proficiency check. Examiners and authorized instructors shall test to the greatest extent practicable the applicant's correlative abilities rather than mere rote enumeration of facts throughout the practical test or proficiency check.

If the examiner or authorized instructor determines that a TASK is incomplete, or the outcome uncertain, the examiner may require the applicant to repeat that TASK, or portions of that TASK. This provision has been made in the interest of fairness and does not mean that instruction, practice, or the repeating of an unsatisfactory TASK is permitted during the certification process. When practical, the remaining TASKs of the practical test or proficiency check phase should be completed before repeating the questionable TASK.

The examiner or authorized instructor shall use scenarios when applicable to determine that the applicant can use good risk management procedures in making aeronautical decisions. Examples of TASKs where scenarios would be advantageous are weather analysis, performance planning, and runway/landing area selection.

Throughout the flight portion of the practical test or proficiency check, the examiner or authorized instructor shall evaluate the applicant's knowledge and practical incorporation of special emphasis areas.

Initial Check—Sport Pilot-Satisfactory Performance

Satisfactory performance of TASKs to meet the requirements for sport pilot certification are based on the applicant's ability to safely:

1. perform the TASKs specified in the AREAS OF OPERATION for the certificate or privileges sought within the approved standards;
2. demonstrate mastery of the aircraft with the successful outcome of each TASK performed never seriously in doubt;
3. demonstrate satisfactory proficiency and competency within the approved standards;
4. demonstrate sound judgment in aeronautical decision making/risk management; and
5. demonstrate single-pilot competence in an aircraft with a single pilot station (if applicable).

*** ***

Initial Check—Sport Pilot-Unsatisfactory Performance

The tolerances represent the performance expected in good flying conditions. If, in the judgment of the examiner, the applicant does not meet the standards of performance of any TASK performed, the associated AREA OF OPERATION is failed and therefore, the practical test is failed.

The examiner or applicant may discontinue the test at any time when the failure of an AREA OF OPERATION makes the applicant ineligible for the certificate. **The test may be continued ONLY with the consent of the applicant.**

If the test is discontinued, the applicant is entitled credit for only those AREAS OF OPERATION and their associated TASKs satisfactorily performed. However, during the retest, and at the discretion of the examiner, any TASK may be re-evaluated, including those previously passed.

The following are typical areas of unsatisfactory performance and grounds for disqualification.

1. Any action or lack of action by the applicant that requires corrective intervention by the examiner to maintain safe flight.
2. Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.
3. Consistently exceeding tolerances stated in the Objectives.
4. Failure to take prompt corrective action when tolerances are exceeded.

When a Notice of Disapproval is issued, the examiner shall record the applicant's unsatisfactory performance in terms of the AREA OF OPERATION and specific TASK(s) not meeting the standard appropriate to the practical test conducted. The AREA(s) OF OPERATION/TASK(s) not tested and the number of practical test failures shall also be recorded. If the applicant fails the practical test because of a special emphasis area, the Notice of Disapproval shall indicate the associated TASK. For example, SECTION 1, VIII. AREA OF OPERATION: SLOW FLIGHT AND STALLS (ASEL and ASES), TASK A: MANEUVERING DURING SLOW FLIGHT, failure to use proper collision avoidance procedures.

Proficiency Check—Sport Pilot-Satisfactory Performance when Adding an Additional Category/Class

Satisfactory performance of TASKs to add category/class privileges is based on the applicant's ability to safely:

1. perform the TASKs specified in the AREAS OF OPERATION for the certificate or privileges sought within the approved standards;
2. demonstrate mastery of the aircraft with the successful outcome of each TASK performed never seriously in doubt;
3. demonstrate satisfactory proficiency and competency within the approved standards;
4. demonstrate sound judgment in aeronautical decision making/risk management; and
5. demonstrate single-pilot competence.

When an applicant is adding a category/class privileges to his or her Sport Pilot Certificate, the authorized instructor, upon satisfactory completion of the proficiency check, shall endorse the applicant's logbook indicating that the applicant is qualified to operate the additional sport pilot category/class of aircraft. The authorized instructor shall forward FAA Form 8710-11 to Airman Registry within 10 days.

Proficiency Check—Sport Pilot-Unsatisfactory Performance when Adding an Additional Category/Class

When the applicant's performance does not meet the standards in the PTS, the examiner or authorized instructor conducting the proficiency check shall annotate the unsatisfactory performance on the FAA Form 8710-11 and forward it to Airman Registry within 10 days. A Notice of Disapproval will **NOT** be issued in this instance; rather, the applicant should be provided with a list of the AREAS OF OPERATION and the specific TASKs not meeting the standard, so that the applicant may receive additional training.

When the applicant receives the additional training in the AREAS OF OPERATION and the specific TASK(s) found deficient during the proficiency check, the recommending instructor shall endorse the applicant's logbook indicating that the applicant has received additional instruction and has been found competent to pass the proficiency check. The applicant shall complete a new FAA Form 8710-11, and the recommending instructor shall endorse the application. The authorized instructor, other than the one who provided the additional training, shall evaluate the applicant on all TASKS required by the PTS. When the applicant successfully accomplishes a complete proficiency check, the authorized instructor, shall forward the FAA Form 8710-11 to Airman Registry within 10 days and endorse the applicant's logbook indicating the airman's additional category/class privileges.

Single-Pilot Resource Management

Single-Pilot Resource Management refers to the effective use of ALL available resources: human resources, hardware, and information. It is similar to Crew Resource Management (CRM) procedures that are being emphasized in multi-crewmember operations except that only one crewmember (the pilot) is involved. Human resources "... includes all other groups routinely working with the pilot who are involved in decisions that are required to operate a flight safely. These groups include, but are not limited to: dispatchers, weather briefer, maintenance personnel, and air traffic controllers." Single-pilot Resource Management is not a single TASK; it is a set of skill competencies that must be evident in all TASKs in this practical test standard as applied to single-pilot operation.

Applicant's Use of Checklists

Throughout the practical test or proficiency check, the applicant is evaluated on the use of an appropriate checklist (if specified by the manufacturer.) Proper use is dependent on the specific TASK being evaluated. The situation may be such that the use of the checklist, while accomplishing elements of an Objective, would be either unsafe or impractical. In this case, a review of the checklist after the elements have been accomplished would be appropriate. Division of attention and proper visual scanning should be considered when using a checklist.

Use of Distractions During Practical Tests or Proficiency Checks

Numerous studies indicate that many accidents have occurred when the pilot has been distracted during critical phases of flight. To evaluate the applicant's ability to utilize proper control technique while dividing attention both inside and/or outside the cockpit, the examiner or authorized instructor shall cause realistic distractions during the flight portion of the practical test or proficiency check to evaluate the applicant's ability to divide attention while maintaining safe flight.

Positive Exchange of Flight Controls

During flight there must always be a clear understanding between the pilots, of who has control of the aircraft. Prior to flight, a briefing should be conducted that includes the procedure for the exchange of flight controls. A positive three-step process in the exchange of flight controls between pilots is a proven procedure and one that is strongly recommended.

When one pilot wishes to give the other pilot control of the aircraft, he or she will say, "You have the flight controls." The other pilot acknowledges immediately by saying, "I have the flight controls." The first pilot says again, "You have the flight controls." When control is returned to the first pilot, follow the same procedure. A visual check is recommended to verify that the exchange has occurred. There should never be any doubt as to who is flying the aircraft.

Letter of Discontinuance

When a practical test is discontinued for reasons other than unsatisfactory performance (i.e., equipment failure, weather, or illness) FAA Form 8710-11, and, if applicable, the Airman Knowledge Test Report, shall be returned to the applicant. The examiner at that time shall prepare, sign, and issue a Letter of Discontinuance to the applicant. The Letter of Discontinuance should identify the AREAS OF OPERATION and their associated TASKs of the practical test that were successfully completed. The applicant shall be advised that the Letter of Discontinuance shall be presented to the examiner when the practical test is resumed, and made part of the certification file.

Aeronautical Decision Making and Risk Management

The examiner or authorized instructor shall evaluate the applicant's ability throughout the practical test or proficiency check to use good aeronautical decision making procedures in order to evaluate risks. The examiner or authorized instructor shall accomplish this requirement by developing scenarios that incorporate as many TASKs as possible to evaluate the applicants risk management in making safe aeronautical decisions. For example, the examiner or authorized instructor may develop a scenario that incorporates weather decisions and performance planning.

SECTION 1

SPORT PILOT

AIRPLANE
ASEL

SECTION 1—CONTENTS

SPORT PILOT AIRPLANE

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APPLICANT'S PRACTICAL TEST CHECKLIST

APPOINTMENT WITH EXAMINER:

EXAMINER'S NAME _____

LOCATION _____

DATE/TIME _____

ACCEPTABLE AIRCRAFT

- Aircraft Documents: Airworthiness Certificate, Registration Certificate, and Operating Limitations
- Aircraft Maintenance Records: Logbook Record of Inspections/Airworthiness Directives/Safety Directives
- Pilot's Operating Handbook or FAA-Approved Flight Manual or Manufacturer's Operating Instructions

PERSONAL EQUIPMENT

- Current Aeronautical Charts
- Flight Logs
- Current AFD and Appropriate Publications

PERSONAL RECORDS

- Identification—Photo/Signature ID
- Pilot Certificate
- Medical Certificate or Driver's License
- Completed FAA Form 8710-11, Application for an Airman Certificate and/or Rating—Sport Pilot
- Airman Knowledge Test Report
- Logbook with Instructor's Endorsement
- FAA Form 8060-5, Notice of Disapproval (if applicable)
- Examiner's Fee (if applicable)
- Letter of Discontinuance (if applicable)

EXAMINER'S PRACTICAL TEST CHECKLIST

APPLICANT'S NAME _____

LOCATION _____

DATE/TIME _____

I. PREFLIGHT PREPARATION

- A. Certificates and Documents (ASEL and ASES)
- B. Airworthiness Requirements (ASEL and ASES)
- C. Weather Information (ASEL and ASES)
- D. Cross-Country Flight Planning (ASEL and ASES)
- E. National Airspace System (ASEL and ASES)
- F. Operation of Systems (ASEL and ASES)
- G. Aeromedical Factors (ASEL and ASES)
- H. Water and Seaplane Characteristics (ASES)
- I. Seaplane Bases, Maritime Rules, and Aids to Marine Navigation (ASES)
- J. Performance and Limitations (ASEL and ASES)
- K. Principles of Flight (ASEL and ASES)

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- A. Preflight Inspection (ASEL and ASES)
- B. Cockpit Management (ASEL and ASES)
- C. Engine Starting (ASEL and ASES)
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- F. Before Takeoff Check (ASEL and ASES)

III. AIRPORT AND SEAPLANE BASE OPERATIONS

- A. Radio Communications (ASEL and ASES)
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- C. Airport/Seaplane Base, Runway, and Taxiway Signs, Markings and Lighting (ASEL and ASES)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- A. Normal and Crosswind Takeoff and Climb (ASEL and ASES)
- B. Normal and Crosswind Approach and Landing (ASEL and ASES)
- C. Soft-Field Takeoff and Climb (ASEL)
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- F. Short-Field (Confined Area—ASES) Approach and Landing (ASEL and ASES)
- G. Glassy Water Takeoff and Climb (ASES)
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- I. Rough Water Takeoff and Climb (ASES)
- J. Rough Water Approach and Landing (ASES)
- K. Forward Slip to a Landing (ASEL and ASES)
- L. Go-Around/Rejected Landing (ASEL and ASES)

V. PERFORMANCE MANEUVER

- A. Steep Turns (ASEL and ASES)

VI. GROUND REFERENCE MANEUVERS

- A. Rectangular Course (ASEL and ASES)
- B. S-Turns (ASEL and ASES)
- C. Turns Around a Point (ASEL and ASES)

VII. NAVIGATION

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- B. Anchoring (ASES)
- C. Docking and Mooring (ASES)
- D. Ramping/Beaching (ASES)

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS (ASEL and ASES)

REFERENCES: 14 CFR parts 43, 61, 91; FAA-H-8083-3, FAA-H-8083-25; AFM/POH/FAA Operating Limitations.

Objective. To determine that the applicant exhibits knowledge of the elements related to certificates and documents by:

1. Explaining—
 - a. certificate privileges, limitations, and currency experience requirements.
 - b. medical eligibility.
 - c. pilot logbook or flight records.
2. Locating and explaining—
 - a. airworthiness and registration certificates.
 - b. operating limitations, placards, instrument markings, and flight training supplement.
 - c. weight and balance data and/or equipment list, as applicable.

B. TASK: AIRWORTHINESS REQUIREMENTS (ASEL and ASES)

REFERENCES: 14 CFR part 91; FAA-H-8083-25; Aircraft Operating Limitations.

Objective. To determine that the applicant exhibits knowledge of the elements related to airworthiness requirements by:

1. Explaining—
 - a. required instruments and equipment for sport pilot privileges.
 - b. procedures and limitations for determining if an aircraft, with inoperative instruments and or equipment, is airworthy or in a condition for safe operation.
2. Explaining—
 - a. airworthiness directives/safety directives (As applicable to the aircraft brought for flight test.)
 - b. maintenance/inspection requirements and appropriate record keeping.

C. TASK: WEATHER INFORMATION (ASEL and ASES)

REFERENCES: 14 CFR part 91; AC 00-6, AC 00-45, AC 61-84, AC 61-134; FAA-H-8083-25; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to real time weather information appropriate to the specific category/class aircraft by consulting the weather reports, charts, and forecasts from aeronautical weather reporting sources.
2. Makes a competent “go/no-go” decision based on available weather information.
3. Describes the importance of avoiding adverse weather and inadvertent entry into instrument meteorological conditions (IMC).
4. Explains courses of action to safely exit from an inadvertent IMC encounter.

D. TASK: CROSS-COUNTRY FLIGHT PLANNING (ASEL and ASES)

REFERENCES: 14 CFR part 91; FAA-H-8083-25; AC 61-84; Navigation Charts; A/FD; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to cross-country flight planning appropriate to the category/class aircraft.
2. Uses appropriate and current aeronautical charts.
3. Properly identifies airspace, obstructions, and terrain features.
4. Selects easily identifiable en route checkpoints, as appropriate.
5. Selects most favorable altitudes considering weather conditions and equipment capabilities.
6. Computes headings, flight time, and fuel requirements.
7. Selects appropriate navigation system/facilities and communication frequencies, if so equipped.
8. Applies pertinent information from NOTAMs, A/FD, and other flight publications.
9. Completes a navigation log, and simulates filing a VFR flight plan.

E. TASK: NATIONAL AIRSPACE SYSTEM (ASEL and ASES)

REFERENCES: 14 CFR parts 71, 91; Navigation Charts; AIM.

Objective. To determine that the applicant exhibits knowledge of the elements related to the National Airspace System by explaining:

1. Sport pilot privileges applicable to the following classes of airspace:
 - a. Class B.
 - b. Class C.
 - c. Class D.
 - d. Class E.
 - e. Class G.
2. Special use and other airspace areas.
3. Temporary flight restrictions (TFRs).

F. TASK: OPERATION OF SYSTEMS (ASEL and ASES)

REFERENCES: FAA-H-8083-25; AFM/POH.

Objective. To determine that the applicant exhibits knowledge of the elements related to the operation of systems on the light-sport aircraft provided for the flight test by explaining at least three (3) of the following systems, if applicable:

1. Primary flight controls and trim.
2. Flaps and lift-enhancing devices.
3. Water rudders.
4. Powerplant and propeller.
5. Landing gear, brakes, and steering.
6. Fuel, oil, and hydraulic.
7. Electrical.
8. Avionics.
9. Pitot-static, vacuum/pressure, and associated flight instruments.

G. TASK: AEROMEDICAL FACTORS (ASEL and ASES)

REFERENCES: FAA-H-8083-25; AIM.

Objective. To determine that the applicant exhibits knowledge of the elements related to aeromedical factors by explaining:

1. The effects of alcohol, drugs, and over-the-counter medications.
2. The symptoms, causes, effects, and corrective actions of at least three (3) of the following—
 - a. hypoxia.
 - b. hyperventilation.
 - c. middle ear and sinus problems.
 - d. spatial disorientation.
 - e. motion sickness.
 - f. carbon monoxide poisoning.
 - g. stress and fatigue.
 - h. dehydration.
 - i. hypothermia.

H. TASK: WATER AND SEAPLANE CHARACTERISTICS (ASES)

REFERENCE: FAA-H-8083-23.

Objective. To determine that the applicant exhibits knowledge of the elements related to water and seaplane characteristics by explaining:

1. The characteristics of a water surface as affected by features, such as—
 - a. size and location.
 - b. protected and unprotected areas.
 - c. surface wind.
 - d. direction and strength of water current.
 - e. floating and partially submerged debris.
 - f. sandbars, islands, and shoals.
 - g. vessel traffic and wakes.
 - h. other features peculiar to the area.
2. Float and hull construction, and their effect on seaplane performance, as applicable.
3. Causes of porpoising and skipping, and the pilot action required to prevent or correct these occurrences.

I. TASK: SEAPLANE BASES, MARITIME RULES, AND AIDS TO MARINE NAVIGATION (ASES)

REFERENCES: FAA-H-8083-23; AIM.

Objective. To determine that the applicant exhibits knowledge of the elements related to seaplane bases, maritime rules, and aids to marine navigation by explaining:

1. How to locate and identify seaplane bases on charts or in directories.
2. Operating restrictions at seaplane bases, if applicable.
3. Right-of-way, steering, and sailing rules pertinent to seaplane operation.
4. Marine navigation aids, such as buoys, beacons, lights, and sound signals.

J. TASK: PERFORMANCE AND LIMITATIONS (ASEL and ASES)

REFERENCES: FAA-H-8083-1, FAA-H-8083-23, FAA-H-8083-25; AC 61-84; AFM/POH.

Objective. To determine the applicant:

1. Exhibits knowledge of the elements related to performance and limitations by explaining the use of charts, tables, and data if appropriate, to determine performance and the adverse effects of exceeding limitations.
2. Exhibits knowledge of the principles of weight and balance by explaining weight and balance terms and the effect of weight and balance on airplane performance.
3. Determines if weight and center of gravity will remain within limits during all phases of flight.
4. Describes the effects of atmospheric conditions on the airplane's performance.
5. Determines whether the computed performance is within the airplane's capabilities and operating limitations.

K. TASK: PRINCIPLES OF FLIGHT (ASEL and ASES)

REFERENCES: FAA-H-8083-25; AFM/POH.

Objective. To determine the applicant exhibits knowledge of basic aerodynamics and principles of flight including:

1. Forces acting on an airplane in various flight maneuvers.
2. Airplane stability and controllability.
3. Torque effect.
4. Wingtip vortices and precautions to be taken.
5. Loads and load factors.
6. Angle of attack, stalls and stall recovery, including flight situations in which unintentional stalls may occur.
7. Effects and use of primary and secondary flight controls including the purpose of each control and proper technique for use.

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

NOTE: For single-seat applicants, the examiner shall select at least TASKs A, C, and D.

A. TASK: PREFLIGHT INSPECTION (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to preflight inspection. This shall include which items must be inspected, the reasons for checking each item, and how to detect possible defects.
2. Inspects the airplane with reference to an appropriate checklist.
3. Verifies the airplane is in condition for safe flight.

B. TASK: COCKPIT MANAGEMENT (ASEL and ASES)

REFERENCES: FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to efficient cockpit management procedures, and related safety factors.
2. Organizes and arranges material and equipment in a manner that makes the items readily available.
3. Briefs occupant on the use of safety belts, shoulder harnesses, and any other required safety equipment, doors, and emergency procedures.

C. TASK: ENGINE STARTING (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25; AC 91-13; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to recommended engine starting procedures. This shall include pull starting, hand propping safety, and starting under various atmospheric conditions, if applicable.
2. Demonstrates awareness of other persons and property during start.
3. Positions the airplane properly considering structures, surface conditions, other aircraft, and the safety of nearby persons and property.
4. Accomplishes the correct starting procedure.
5. Completes the appropriate checklist.

D. TASK: TAXIING (ASEL)

REFERENCES: FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to safe taxi procedures.
2. Performs a brake check if applicable, immediately after the airplane begins moving.
3. Positions the flight controls properly for the existing wind conditions.
4. Safely controls airplane direction and speed.
5. Complies with airport markings, signals, clearances, and instructions.
6. Taxis so as to avoid other aircraft and hazards.

E. TASK: TAXIING AND SAILING (ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; USCG Navigation Rules; International-Inland; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to water taxiing and sailing procedures.
2. Positions the flight controls properly for the existing wind conditions.
3. Plans and follows the most favorable course while taxiing or sailing, considering wind, water current, water conditions, and maritime regulations.
4. Uses the appropriate idle, plow, or step taxi technique.
5. Uses flight controls, flaps, doors, water rudder, and power correctly so as to follow the desired course while sailing.
6. Prevents and corrects for porpoising and skipping.
7. Avoids other aircraft, vessels, and hazards.
8. Complies with seaplane base signs, signals, and clearances.

F. TASK: BEFORE TAKEOFF CHECK (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the before takeoff check, including the reasons for checking each item and how to detect malfunctions.
2. Positions the airplane properly considering other aircraft/vessels, wind, and surface conditions.
3. Divides attention inside and outside the cockpit.
4. Accomplishes the before takeoff checklist and ensures the airplane is in safe operating condition.
5. Reviews takeoff performance, such as airspeeds, takeoff distances, departure, and emergency procedures.
6. Avoids runway incursions and/or ensures no conflict with traffic prior to taxiing into takeoff position.
7. Completes the appropriate checklist.

III. AREA OF OPERATION: AIRPORT AND SEAPLANE BASE OPERATIONS

A. TASK: RADIO COMMUNICATIONS (ASEL and ASES)

NOTE: If the aircraft is not radio equipped, this TASK shall be tested orally for procedures ONLY.

REFERENCES: 14 CFR part 91; FAA-H-8083-25; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to radio communications at airports without operating control towers.
2. Selects appropriate frequencies.
3. Transmits using recommended phraseology.
4. Acknowledges radio communications.

B. TASK: TRAFFIC PATTERNS (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-25; AC 90-66; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to traffic patterns and shall include procedures at airports with CTAF, prevention of runway incursions, collision avoidance, wake turbulence avoidance, and wind shear.
2. Complies with proper local traffic pattern procedures.
3. Maintains proper spacing from other aircraft.
4. Corrects for wind drift to maintain the proper ground track.
5. Maintains orientation with the runway/landing area in use.
6. Maintains traffic pattern altitude, ± 100 feet, and the appropriate airspeed, ± 10 knots, if applicable.

C. TASK: AIRPORT/SEAPLANE BASE, RUNWAY, AND TAXIWAY SIGNS, MARKINGS AND LIGHTING (ASEL and ASES)

REFERENCES: FAA-H-8083-23, FAA-H-8083-25; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to airport/seaplane base, runway, and taxiway operations with emphasis on runway incursion avoidance.
2. Properly identifies and interprets airport/seaplane base runway, and taxiway signs, markings and lighting.

IV. AREA OF OPERATION: TAKEOFFS, LANDINGS, AND GO-AROUNDS

NOTE: For single-seat applicants, the examiner shall select all TASKS.

A. TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB (ASEL and ASES)

NOTE: If a crosswind condition does not exist, the applicant's knowledge of crosswind elements shall be evaluated through oral testing.

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a normal/crosswind takeoff and climb and rejected takeoff procedures.
2. Clears the area and positions the flight controls appropriately for the existing wind conditions.
3. Retracts the water rudders as appropriate, and establishes and maintains the most efficient planing/lift-off attitude, and corrects for porpoising and skipping. (ASES)
4. Lifts off at the recommended airspeed and/or attitude, and climbs at that airspeed/climb attitude (+10/-5 knots).
5. Retracts flaps after a positive rate of climb is established and maintains takeoff power to a safe maneuvering altitude.
6. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.

B. TASK: NORMAL AND CROSSWIND APPROACH AND LANDING (ASEL and ASES)

NOTE: If a crosswind condition does not exist, the applicant's knowledge of crosswind elements shall be evaluated through oral testing.

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a normal and crosswind approach and landing.
2. Adequately surveys the intended landing area. (ASES).
3. Considers the wind conditions, landing surface, obstructions, and selects a suitable touchdown point.
4. Establishes the recommended approach and landing configuration and approach airspeed/attitude, adjusting pitch attitude and power as required.
5. Maintains a stabilized approach and recommended airspeed, or in its absence, not more than $1.3 V_{SO}$, +10/-5 knots, and/or appropriate approach attitude, with wind gust factor applied.
6. Contacts the water at the proper pitch attitude. (ASES)
7. Touches down smoothly at approximate stalling speed/attitude. (ASEL)
8. Touches down at or within 400 feet beyond a specified point, with no drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
9. Maintains crosswind correction and directional control throughout the approach and landing sequence.

C. TASK: SOFT-FIELD TAKEOFF AND CLIMB (ASEL)

REFERENCES: FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a soft-field takeoff and climb.
2. Positions the flight controls for existing wind conditions and to maximize lift as quickly as possible.
3. Clears the area; taxis onto the takeoff surface at a speed consistent with safety without stopping while advancing the throttle smoothly to takeoff power.
4. Establishes and maintains a pitch attitude that will transfer the weight of the airplane from the wheels to the wings as rapidly as possible.
5. Lifts off at the lowest possible airspeed and remains in ground effect while accelerating to V_x or V_y , as appropriate.
6. Establishes a pitch attitude for V_x or V_y , as appropriate and maintains selected airspeed $+10/-5$ knots, during the climb.
7. Retracts flaps, if appropriate, after clear of any obstacles or as recommended by the manufacturer.
8. Maintains takeoff power to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.

D. TASK: SOFT-FIELD APPROACH AND LANDING (ASEL)

REFERENCES: FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a soft-field approach and landing.
2. Considers the wind conditions, landing surface, and obstructions, and selects the most suitable touchdown area.
3. Establishes the recommended approach and landing configuration, and airspeed/attitude; adjusts pitch attitude and power as required.
4. Maintains a stabilized approach and recommended airspeed, or in its absence, not more than $1.3 V_{so}$, $+10/-5$ knots, and/or appropriate approach attitude.
5. Touches down softly.
6. Maintains crosswind correction and directional control throughout the approach and landing sequence.
7. Maintains proper position of the flight controls and sufficient speed to taxi on the soft surface.

E. TASK: SHORT-FIELD (CONFINED AREA—ASES) TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a short-field (Confined Area-ASES) takeoff and maximum performance climb.
2. Positions the flight controls for the existing wind conditions; sets the flaps, if applicable, as recommended.
3. Clears the area; taxis into takeoff position utilizing maximum available takeoff area and aligns the airplane on the runway center/takeoff path.
4. Selects an appropriate take-off path for the existing conditions. (ASES)
5. Applies brakes (if appropriate) while advancing the throttle.
6. Establishes and maintains the most efficient planing/lift-off attitude and corrects for porpoising and skipping. (ASES)
7. Lifts off at the recommended airspeed/attitude, and accelerates to the recommended obstacle clearance airspeed/attitude or V_x
8. Establishes a pitch attitude that will maintain the recommended obstacle clearance airspeed, or $V_x +10/-5$ knots, until the obstacle is cleared, or until the airplane is 50 feet above the surface.
9. After clearing the obstacle, establishes the pitch attitude for V_y , accelerates to V_y , and maintains $V_y, +10/-5$ knots, during the climb.
10. Retracts the flaps after clear of any obstacles or as recommended by manufacturer.
11. Maintains takeoff power to a safe maneuvering altitude.
12. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.

F. TASK: SHORT-FIELD (CONFINED AREA—ASES) APPROACH AND LANDING (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a short-field (Confined Area—ASES) approach and landing.
2. Adequately surveys the intended landing area. (ASES)
3. Considers the wind conditions, landing surface, obstructions, and selects the most suitable touchdown point.
4. Establishes the recommended approach and landing configuration and airspeed/attitude; adjusts pitch attitude and power as required.
5. Maintains a stabilized approach and the recommended approach airspeed/attitude, or in its absence not more than 1.3 V_{so} , +10/-5 knots.
6. Selects the proper landing path, contacts the water at the minimum safe airspeed with the proper pitch attitude for the surface conditions. (ASES)
7. Touches down smoothly at minimum control airspeed. (ASEL)
8. Touches down at or within 200 feet beyond a specified point.
9. Maintains crosswind correction and directional control throughout the approach and landing sequence.
10. Applies brakes if equipped (ASEL), or elevator control (ASES) as necessary, to stop in the shortest distance consistent with safety.

K. TASK: FORWARD SLIP TO A LANDING (ASEL and ASES)

NOTE: This TASK applies to airplanes capable of performing slips.

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to forward slip to a landing.
2. Considers the wind conditions, landing surface, obstructions, and selects the most suitable touchdown point.
3. Establishes the slipping attitude at the point from which a landing can be made using the recommended approach and landing configuration and airspeed; adjusts pitch attitude and power as required.
4. Maintains a ground track aligned with the runway center/landing path and an airspeed/attitude, which results in minimum float during the roundout.
5. Makes smooth, timely, and correct control application during the recovery from the slip, the roundout, and the touchdown.
6. Touches down smoothly at the approximate stalling speed, at or within 400 feet beyond a specified point.
7. Maintains crosswind correction and directional control throughout the approach and landing sequence.

L. TASK: GO-AROUND/REJECTED LANDING (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a go-around/rejected landing.
2. Makes a timely decision to discontinue the approach to landing.
3. Applies takeoff power immediately and transitions to climb pitch attitude for V_y , and maintains $V_y +10/-5$ knots and/or the appropriate pitch attitude.
4. Retracts the flaps as appropriate.
5. Maneuvers to the side of the runway/landing area to clear and avoid conflicting traffic, if appropriate.
6. Maintains takeoff power to a safe maneuvering altitude.
7. Maintains directional control and proper wind-drift correction throughout the climb.

V. AREA OF OPERATION: PERFORMANCE MANEUVER

A. TASK: STEEP TURNS (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to steep turns.
2. Establishes the manufacturer's recommended airspeed or if one is not stated, a safe airspeed not to exceed V_A .
3. Rolls into a coordinated 360° turn; maintains a 45° bank.
4. Performs the task in the opposite direction, as specified by the examiner.
5. Divides attention between airplane control and orientation.
6. Maintains the entry altitude, ± 100 feet, airspeed, ± 10 knots, bank, $\pm 5^\circ$; and rolls out on the entry heading, $\pm 10^\circ$.

VI. AREA OF OPERATION: GROUND REFERENCE MANEUVERS

NOTE: The examiner shall select at least one ground reference maneuver.

NOTE: For single-seat applicants, the examiner shall select at least one ground reference maneuver.

A. TASK: RECTANGULAR COURSE (ASEL and ASES)

REFERENCE: FAA-H-8083-3.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a rectangular course.
2. Selects a suitable reference area and emergency landing area.
3. Plans the maneuver so as to not descend below a minimum altitude of 600 feet above the ground at an appropriate distance from the selected reference area, 45° to the downwind leg.
4. Applies adequate wind-drift correction during straight-and-turning flight to maintain a constant ground track around the rectangular reference area.
5. Divides attention between airplane control and the ground track while maintaining coordinated flight.
6. Maintains altitude, ± 100 feet; maintains airspeed, ± 10 knots.

B. TASK: S-TURNS (ASEL and ASES)

REFERENCE: FAA-H-8083-3.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to S-turns.
2. Selects a suitable ground reference line and emergency landing area.
3. Plans the maneuver so as to not descend below a minimum altitude of 600 feet above the ground perpendicular to the selected reference line.
4. Applies adequate wind-drift correction to track a constant radius turn on each side of the selected reference line.
5. Reverses the direction of turn directly over the selected reference line.
6. Divides attention between airplane control, orientation and the ground track while maintaining coordinated flight.
7. Maintains altitude, ± 100 feet; maintains airspeed, ± 10 knots.

C. TASK: TURNS AROUND A POINT (ASEL and ASES)

REFERENCE: FAA-H-8083-3.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to turns around a point.
2. Selects an appropriate reference point based on wind direction and emergency landing areas.
3. Plans the maneuver so as not to descend below a minimum altitude of 600 feet above ground level at an appropriate distance from the reference point.
4. Applies adequate wind-drift correction to track a constant radius turn around the selected reference point.
5. Divides attention between airplane control and the ground track while maintaining coordinated flight.
6. Exits at the point of entry heading $\pm 15^\circ$.
7. Maintains altitude, ± 100 feet; maintains airspeed, ± 10 knots.

VII. AREA OF OPERATION: NAVIGATION

A. TASK: PILOTAGE AND DEAD RECKONING (ASEL and ASES)

REFERENCE: FAA-H-8083-25.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to pilotage and dead reckoning, as appropriate.
2. Follows the preplanned course by reference to landmarks.
3. Identifies landmarks by relating surface features to chart symbols.
4. Verifies the airplane's position within 3 nautical miles of the flight-planned route.
5. Determines there is sufficient fuel to complete the flight. If not, develops an alternate plan.
6. Maintains the appropriate altitude, ± 200 feet and headings, $\pm 15^\circ$.

B. TASK: DIVERSION (ASEL and ASES)

REFERENCES: FAA-H-8083-25; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to diversion.
2. Selects an appropriate alternate airport, or landing area and route.
3. Determines there is sufficient fuel to fly to the alternate airport or landing area.
4. Maintains the appropriate altitude, ± 200 feet and headings, $\pm 15^\circ$.

C. TASK: LOST PROCEDURES (ASEL and ASES)

REFERENCES: FAA-H-8083-25; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to lost procedures.
2. Selects an appropriate course of action.
3. Maintains an appropriate heading and climbs, if necessary.
4. Identifies prominent landmarks.
5. Uses navigation systems/facilities and or contacts an ATC facility for assistance, as appropriate.

VIII. AREA OF OPERATION: SLOW FLIGHT AND STALLS

A. TASK: MANEUVERING DURING SLOW FLIGHT (ASEL and ASES)

REFERENCES: FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to maneuvering during slow flight.
2. Selects an entry altitude consistent with safety, which allows the TASK to be completed no lower than 1,000 feet AGL.
3. Establishes and maintains an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in an immediate stall.
4. Accomplishes coordinated straight-and-level flight, turns, climbs, and descents with landing gear extended and retracted as appropriate, and various flap configurations, if appropriate, specified by the examiner.
5. Divides attention between airplane control and orientation.
6. Maintains the specified altitude, ± 100 feet; specified heading, $\pm 10^\circ$; airspeed, $+10/-0$ knots and specified angle of bank, $\pm 10^\circ$.

B. TASK: POWER-OFF STALLS (ASEL and ASES)

REFERENCES: AC 61-67; FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to power-off stalls.
2. Selects an entry altitude consistent with safety, which allows the TASK to be completed no lower than 1,000 feet AGL.
3. Establishes a stabilized descent in the approach or landing configuration, as specified by the examiner.
4. Transitions smoothly from the approach or landing attitude to a pitch attitude that will induce a stall.
5. Maintains a specified heading, $\pm 10^\circ$, in straight flight; maintains a specified angle of bank not to exceed 20° , $\pm 10^\circ$; in turning flight, while inducing the stall.
6. Recognizes and recovers promptly after the stall occurs by simultaneously reducing the angle of attack, increasing power to maximum allowable, and leveling the wings to return to a straight-and-level flight attitude with a minimum loss of altitude appropriate for the airplane.
7. Retracts the flaps to the recommended setting, after a positive rate-of-climb is established.
8. Accelerates to V_x or V_y speed and/or the appropriate pitch attitude before the final flap retraction; returns to the altitude, heading, and airspeed/appropriate pitch attitude specified by the examiner.

C. TASK: POWER-ON STALLS (ASEL and ASES)

NOTE: In some high performance airplanes, the power setting may have to be reduced below the practical test standards guideline power setting to prevent excessively high pitch attitudes (greater than 30° nose up).

REFERENCES: AC 61-67; FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to power-on stalls.
2. Selects an entry altitude consistent with safety, which allows the TASK to be completed no lower than 1,000 feet AGL.
3. Establishes the takeoff or departure configuration. Sets power to no less than 65 percent available power.
4. Transitions smoothly from the takeoff or departure attitude to the pitch attitude that will induce a stall.
5. Maintains a specified heading, $\pm 10^\circ$, in straight flight; maintains a specified angle of bank not to exceed 20° , $\pm 10^\circ$, in turning flight, while inducing the stall.
6. Recognizes and recovers promptly after the stall occurs by simultaneously reducing the angle of attack, increasing power as appropriate, and leveling the wings to return to a straight-and-level flight attitude with a minimum loss of altitude appropriate for the airplane.
7. Retracts the flaps to the recommended setting; after a positive rate of climb is established.
8. Accelerates to V_x or V_y speed and/or the appropriate pitch attitude before the final flap retraction; returns to the altitude, heading, and airspeed/pitch attitude specified by the examiner.

D. TASK: SPIN AWARENESS (ASEL and ASES) (Oral Only)

REFERENCES: AC 61-67; FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant exhibits knowledge of the elements related to spin awareness by explaining:

1. Aerodynamic factors that cause spins.
2. Flight situations where unintentional spins may occur.
3. Procedures for avoidance and recovery from unintentional spins.

IX. AREA OF OPERATION: EMERGENCY OPERATIONS

NOTE: For single-seat applicants, the examiner shall select TASK A.

A. TASK: EMERGENCY APPROACH AND LANDING (SIMULATED) (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to emergency approach and landing procedures.
2. Analyzes the situation and selects an appropriate course of action.
3. Establishes and maintains the recommended best-glide airspeed ± 10 knots /pitch attitude.
4. Selects a suitable landing area.
5. Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.
6. Prepares for landing or go-around, as specified by the examiner.

**B. TASK: SYSTEMS AND EQUIPMENT MALFUNCTIONS
(ASEL and ASES)**

REFERENCES: FAA-H-8083-3; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to system and equipment malfunctions appropriate to the airplane provided for the practical test.
2. Evaluates the situation and takes appropriate action for simulated emergencies appropriate to the airplane provided for the practical test for at least three (3) of the following—
 - a. partial or complete power loss.
 - b. engine roughness or overheat.
 - c. carburetor or induction icing.
 - d. loss of oil pressure.
 - e. fuel starvation.
 - f. electrical malfunction.
 - g. vacuum/pressure and associated flight instrument malfunctions.
 - h. pitot/static.
 - i. flap malfunction.
 - j. inoperative trim.
 - k. inadvertent door or window opening.
 - l. smoke/fire/engine compartment fire.
 - m. flight control malfunction.
 - n. ballistic recovery system malfunction, if applicable.
 - o. any other emergency appropriate to the airplane.
3. Follows the appropriate checklist or procedure.

**C. TASK: EMERGENCY EQUIPMENT AND SURVIVAL GEAR
(ASEL and ASES)**

NOTE: This TASK shall be evaluated orally.

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant exhibits knowledge of the elements related to emergency equipment appropriate to the following environmental conditions:

1. mountain terrain.
2. large bodies of water.
3. desert conditions.
4. extreme temperature changes.

X. AREA OF OPERATION: POSTFLIGHT PROCEDURES

NOTE: The examiner shall select Task A and for ASES applicants at least one other TASK.

NOTE: For single-seat applicants, the examiner shall select at least TASK A and all other TASKs as applicable.

A. TASK: AFTER LANDING, PARKING, AND SECURING (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23; AFM/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to after landing, parking, and securing procedures.
2. Maintains directional control after touchdown while decelerating to an appropriate speed.
3. Observes runway hold lines and other surface control markings.
4. Parks in an appropriate area, considering the safety of nearby persons and property.
5. Follows the appropriate procedure for engine shutdown.
6. Completes the appropriate checklist.
7. Conducts an appropriate postflight inspection and secures the aircraft.