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PRIVATE PILOT AIRPLANE Practical Test Standards 2002

SINGLE-ENGINE LAND AREAS OF OPERATION:

- I. PREFLIGHT PREPARATION
- II. PREFLIGHT PROCEDURES
- III. AIRPORT AND SEAPLANE BASE OPERATIONS
- IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS 4
- V. PERFORMANCE MANEUVER6
- VI. GROUND REFERENCE MANEUVERS6
- VII. NAVIGATION7
- VIII. SLOW FLIGHT AND STALLS
- IX. BASIC INSTRUMENT MANEUVERS8
- X. EMERGENCY OPERATIONS9
- XI. NIGHT OPERATION
- XII. POSTFLIGHT PROCEDURES

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS

1. Explaining
 - a. private pilot certificate privileges, limitations, and recent flight experience requirements.
 - b. medical certificate class and duration.
 - c. pilot logbook or flight records.
2. Locating and explaining—
 - a. airworthiness and registration certificates.
 - b. operating limitations, placards, instrument markings, and POH/AFM.
 - c. weight and balance data and equipment list.

B. TASK: AIRWORTHINESS REQUIREMENTS

- a. required instruments and equipment for day/night VFR.
- b. procedures and limitations for determining airworthiness of the airplane with inoperative instruments and equipment with and without an MEL.
- c. requirements and procedures for obtaining a special flight permit.
2. Locating and explaining—
 - a. airworthiness directives.
 - b. compliance records.
 - c. maintenance/inspection requirements.
 - d. appropriate record keeping.

NOTE: The examiner shall develop a scenario based on real time weather to evaluate TASKs C and D.

C. TASK: WEATHER INFORMATION

- a. METAR, TAF, and FA.
- b. surface analysis chart.
- c. radar summary chart.
- d. winds and temperature aloft chart.
- e. significant weather prognostic charts.
- f. convective outlook chart.
- g. AWOS, ASOS, and ATIS reports.
2. Makes a competent “go/no-go” decision based on available weather information.

D. TASK: CROSS-COUNTRY FLIGHT



1. Exhibits knowledge of the elements related to cross-country flight planning by presenting and explaining a pre-planned VFR crosscountry flight, as previously assigned by the examiner. On the day of the practical test, the final flight plan shall be to the first fuel stop, based on maximum allowable passengers, baggage, and/or cargo loads using real-time weather.
2. Uses appropriate and current aeronautical charts.
3. Properly identifies airspace, obstructions, and terrain features.
4. Selects easily identifiable en route checkpoints.
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.
8. Applies pertinent information from NOTAMs, AF/D, and other flight publications.
9. Completes a navigation log and simulates filing a VFR flight plan.

E. TASK: NATIONAL AIRSPACE SYSTEM

1. Basic VFR weather minimums—for all classes of airspace.
2. Airspace classes—their operating rules, pilot certification, and airplane equipment requirements for the following—
 - a. Class A.
 - b. Class B.
 - c. Class C.
 - d. Class D.
 - e. Class E.
 - f. Class G.
3. Special use and other airspace areas.

F. TASK: PERFORMANCE AND LIMITATIONS

1. use of charts, tables, and data to determine performance and the adverse effects of exceeding limitations.
2. Computes weight and balance. Determines the computed weight and center of gravity is within the airplane's operating limitations and if the weight and center of gravity will remain within limits during all phases of flight.
3. Demonstrates use of the appropriate performance charts, tables, and data.
4. Describes the effects of atmospheric conditions on the airplane's performance.

G. TASK: OPERATION OF SYSTEMS

(3) of the following systems.

1. Primary flight controls and trim.
2. Flaps, leading edge devices, and spoilers.
3. Water rudders (ASES).
4. Powerplant and propeller.
5. Landing gear.
6. Fuel, oil, and hydraulic.
7. Electrical.
8. Avionics
9. Pitot-static vacuum/pressure and associated flight instruments.
10. Environmental.
11. Deicing and anti-icing.

J. TASK: AEROMEDICAL FACTORS

1. 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.
2. The effects of alcohol, drugs, and over-the-counter medications.
3. The effects of excesses nitrogen during scuba dives upon a pilot or passenger in flight.



II. AREA OF OPERATION: PREFLIGHT PROCEDURES

A. TASK: PREFLIGHT INSPECTION

1. 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

1. Exhibits knowledge of the elements related to cockpit management procedures.
2. Ensures all loose items in the cockpit and cabin are secured.
3. Organizes material and equipment in an efficient manner so they are readily available.
4. Briefs occupants on the use of safety belts, shoulder harnesses, doors, and emergency procedures.

C. TASK: ENGINE STARTING

1. Exhibits knowledge of the elements related to recommended engine starting procedures. This shall include the use of an external power source, hand propping safety, and starting under various atmospheric conditions.
2. Positions the airplane properly considering structures, surface conditions, other aircraft, and the safety of nearby persons and property.
3. Utilizes the appropriate checklist for starting procedure.

D. TASK: TAXIING

1. Exhibits knowledge of the elements related to safe taxi procedures.
2. Performs a brake check immediately after the airplane begins moving.
3. Positions the flight controls properly for the existing wind conditions.
4. Controls direction and speed without excessive use of brakes.
5. Complies with airport/taxiway markings, signals, ATC clearances, and instructions.
6. Taxiies so as to avoid other aircraft and hazards.

F. TASK: BEFORE TAKEOFF CHECK

1. Exhibits knowledge of the elements related to the before takeoff check. This shall include 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. Ensures that engine temperature and pressure are suitable for runup and takeoff.
5. Accomplishes the before takeoff checklist and ensures the airplane is in safe operating condition.
6. Reviews takeoff performance airspeeds, takeoff distances, departure, and emergency procedures.
7. Avoids runway incursions and/or ensures no conflict with traffic prior to taxiing into takeoff position.

III. AREA OF OPERATION: AIRPORT OPERATIONS

A. TASK: RADIO COMMUNICATIONS AND ATC LIGHT SIGNALS

1. Exhibits knowledge of the elements related to radio communications and ATC light signals.
2. Selects appropriate frequencies.
3. Transmits using recommended phraseology.
4. Acknowledges radio communications and complies with instructions.

B. TASK: TRAFFIC PATTERNS

1. Exhibits knowledge of the elements related to traffic patterns. This shall include procedures at airports with and without operating control towers, prevention of runway incursions, collision avoidance, wake turbulence avoidance, and wind shear.
2. Complies with proper 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** (30 meters), and the appropriate airspeed, **+10 knots**.



C. TASK: AIRPORT RUNWAY, AND TAXIWAY SIGNS, MARKINGS, AND LIGHTING

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

A. TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB

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

1. Exhibits knowledge of the elements related to a normal and crosswind takeoff, climb operations, and rejected takeoff procedures.
2. Positions the flight controls for the existing wind conditions.
3. Clears the area; taxis into the takeoff position and aligns the airplane on the runway center/takeoff path.
4. Lifts off at the recommended airspeed and accelerates to V_Y .
5. Establishes a pitch attitude that will maintain $V_Y + 10/-5$ knots.
6. Retracts the landing gear, if appropriate, and flaps after a positive rate of climb is established.
7. Maintains takeoff power and $V_Y + 10/-5$ knots to a safe maneuvering altitude.
8. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.
9. Complies with noise abatement procedures.
10. Completes the appropriate checklist.

B. TASK: NORMAL AND CROSSWIND APPROACH AND LANDING

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

1. Exhibits knowledge of the elements related to a normal and crosswind approach and landing.
2. Considers the wind conditions, landing surface, obstructions, and selects a suitable touchdown point.
3. Establishes the recommended approach and landing configuration and airspeed, and 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, with wind gust factor applied.
5. Makes smooth, timely, and correct control application during the roundout and touchdown.
6. Contacts the water at the proper pitch attitude (ASES).
7. Touches down smoothly at approximate stalling speed (ASEL).
8. Touches down at or within 400 feet (120 meters) 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.
10. Completes the appropriate checklist.

C. TASK: SOFT-FIELD TAKEOFF AND CLIMB

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 the landing gear, if appropriate, and flaps after clear of any obstacles or as recommended by the manufacturer.
8. Maintains takeoff power and V_x or $V_Y + 10/-5$ knots to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.
10. Completes the appropriate checklist.



D. TASK: SOFT-FIELD APPROACH AND LANDING

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; 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**, with wind gust factor applied.
5. Makes smooth, timely, and correct control application during the roundout and touchdown.
6. Touches down softly with no drift, and with the airplane's longitudinal axis aligned with the runway/landing path.
7. Maintains crosswind correction and directional control throughout the approach and landing sequence.
8. Maintains proper position of the flight controls and sufficient speed to taxi on the soft surface.
9. Completes the appropriate checklist.

E. TASK: SHORT-FIELD TAKEOFF Exhibits knowledge of the elements related to a short-field (confined area ASES) takeoff and maximum performance climb.

1. Positions the flight controls for the existing wind conditions; sets the flaps as recommended.
2. Clears the area; taxies into takeoff position utilizing maximum available takeoff area and aligns the airplane on the runway center/takeoff path.
3. Applies brakes (if appropriate), while advancing the throttle smoothly to takeoff power.
4. Lifts off at the recommended airspeed, and accelerates to the recommended obstacle clearance airspeed or **V_X**.
5. 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** (20 meters) above the surface.
6. 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.
7. Retracts the landing gear, if appropriate, and flaps after clear of any obstacles or as recommended by manufacturer.
8. Maintains takeoff power and **V_Y+10/-5** to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.
10. Completes the appropriate checklist.

F. TASK: SHORT-FIELD APPROACH AND LANDING

11. Exhibits knowledge of the elements related to a short-field approach and landing.
12. Considers the wind conditions, landing surface, obstructions, and selects the most suitable touchdown point.
13. Establishes the recommended approach and landing configuration and airspeed; adjusts pitch attitude and power as required.
14. Maintains a stabilized approach and recommended approach airspeed, or in its absence not more than **1.3 V_{SO}, +10/-5 knots**, with wind gust factor applied.
15. Makes smooth, timely, and correct control application during the roundout and touchdown.
16. Touches down smoothly at minimum control airspeed (ASEL).
17. Touches down at or within **200 feet** (60 meters) beyond a specified point, with no side drift, minimum float and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
18. Maintains crosswind correction and directional control throughout the approach and landing sequence.
19. Applies brakes, as necessary, to stop in the shortest distance consistent with safety.
20. Completes the appropriate checklist.

K. TASK: FORWARD SLIP TO A LANDING

1. Exhibits knowledge of the elements related to forward slip to a landing.
2. Considers the wind conditions, landing surface and 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, 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 (120 meters) beyond a specified point, with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
7. Maintains crosswind correction and directional control throughout the approach and landing sequence.
8. Completes the appropriate checklist.

L. TASK: GO-AROUND/REJECTED LANDING

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.
4. Retracts the flaps as appropriate.
5. Retracts the landing gear, if appropriate, after a positive rate of climb is established.
6. Maneuvers to the side of the runway/landing area to clear and avoid conflicting traffic.
7. Maintains takeoff power $V_Y+10/-5$ to a safe maneuvering altitude.
8. Maintains directional control and proper wind-drift correction throughout the climb.
9. Completes the appropriate checklist.

V. AREA OF OPERATION: PERFORMANCE MANEUVER

TASK: STEEP TURNS

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 (30 meters), airspeed, ±10 knots, bank, ±5°; and rolls out on the entry heading, ±10°.

VI. AREA OF OPERATION: GROUND REFERENCE MANEUVERS NOTE: (at least one TASK).

A. TASK: RECTANGULAR COURSE

1. Exhibits knowledge of the elements related to a rectangular course.
2. Selects a suitable reference area.
3. Plans the maneuver so as to enter a left or right pattern, 600 to 1,000 feet AGL (180 to 300 meters) 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 (30 meters); maintains airspeed, ±10 knots.

B. TASK: S-TURNS

1. Exhibits knowledge of the elements related to S-turns.
2. Selects a suitable ground reference line.
3. Plans the maneuver so as to enter at 600 to 1,000 feet (180 to 300 meters) AGL, 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 and the ground track
7. while maintaining coordinated flight.
8. Maintains altitude, ±100 feet (30 meters); maintains airspeed, ±10 knots.



C. TASK: TURNS AROUND A POINT

1. Exhibits knowledge of the elements related to turns around a point.
2. Selects a suitable ground reference point.
3. Plans the maneuver so as to enter left or right at 600 to 1,000 feet (180 to 300 meters) AGL, 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. Maintains altitude, **±100 feet** (30 meters); maintains airspeed, **±10 knots**.

VII. AREA OF OPERATION: NAVIGATION

A. TASK: PILOTAGE AND DEAD

1. Exhibits knowledge of the elements related to pilotage and dead reckoning.
2. Follows the preplanned course by reference to landmarks.
3. Identifies landmarks by relating surface features to chart symbols.
4. Navigates by means of precomputed headings, groundspeeds, and elapsed time.
5. Corrects for and records the differences between preflight groundspeed and heading calculations and those determined en route.
6. Verifies the airplane's position within three (3) nautical miles of the flight-planned route.
7. Arrives at the en route checkpoints within five (5) minutes of the initial or revised ETA and provides a destination estimate.
8. Maintains the appropriate altitude, **±200 feet** (60 meters) and headings, **±15°**.

B. TASK: NAVIGATION SYSTEMS AND RADAR SERVICES

1. Exhibits knowledge of the elements related to navigation systems and radar services.
2. Demonstrates the ability to use an airborne electronic navigation system.
3. Locates the airplane's position using the navigation system.
4. Intercepts and tracks a given course, radial or bearing, as appropriate.
5. Recognizes and describes the indication of station passage, if appropriate.
6. Recognizes signal loss and takes appropriate action.
7. Uses proper communication procedures when utilizing radar services.
8. Maintains the appropriate altitude, **±200 feet** (60 meters) and headings **±15°**.

C. TASK: DIVERSION

1. Exhibits knowledge of the elements related to diversion.
2. Selects an appropriate alternate airport and route.
3. Makes an accurate estimate of heading, groundspeed, arrival time, and fuel consumption to the alternate airport.
4. Maintains the appropriate altitude, **±200 feet** (60 meters) and heading, **±15°**.

D. TASK: LOST PROCEDURES

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

1. Exhibits knowledge of the elements related to maneuvering during slow flight.
2. Selects an entry altitude that will allow the task to be completed **no lower than 1,500 feet (460 meters) 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 and flap configurations specified by the examiner.
5. Divides attention between airplane control and orientation.
6. Maintains the specified altitude, **±100 feet** (30 meters); specified heading, **±10°**; airspeed, **+10/-0 knots**; and specified angle of bank, **±10°**.



B. TASK: POWER-OFF STALLS

1. Exhibits knowledge of the elements related to power-off stalls.
2. Selects an entry altitude that allows the task to be completed no lower than **1,500 feet** (460 meters) 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; retracts the landing gear, if retractable, after a positive rate of climb is established.
8. Accelerates to V_x or V_Y speed before the final flap retraction; returns to the altitude, heading, and airspeed specified by the examiner.

C. TASK: POWER-ON STALLS

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).

1. Exhibits knowledge of the elements related to power-on stalls.
2. Selects an entry altitude that allows the task to be completed no lower than **1,500 feet** (460 meters) 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; retracts the landing gear if retractable, after a positive rate of climb is established.
8. Accelerates to V_x or V_Y speed before the final flap retraction; returns to the altitude, heading, and airspeed specified by the examiner.

D. TASK: SPIN AWARENESS

explaining:

1. Aerodynamic factors related to spins.
2. Flight situations where unintentional spins may occur.
3. Procedures for recovery from unintentional spins.

IX. AREA OF OPERATION: BASIC INSTRUMENT MANEUVERS

NOTE: The examiner shall select task E and at least two other TASKs.

A. TASK: STRAIGHT-AND-LEVEL

1. Exhibits knowledge of the elements related to attitude instrument flying during straight-and-level flight.
2. Maintains straight-and-level flight solely by reference to instruments using proper instrument cross-check and interpretation, and coordinated control application.
3. Maintains altitude, **± 200 feet** (60 meters); heading, **$\pm 20^\circ$** ; and airspeed, **± 10 knots**.

B. TASK: CONSTANT AIRSPEED CLIMBS

1. Exhibits knowledge of the elements related to attitude instrument flying during constant airspeed climbs.
2. Establishes the climb configuration specified by the examiner.
3. Transitions to the climb pitch attitude and power setting on an assigned heading using proper instrument cross-check and interpretation, and coordinated control application.



4. Demonstrates climbs solely by reference to instruments at a constant airspeed to specific altitudes in straight flight and turns.
5. Levels off at the assigned altitude and maintains that altitude, ± 200 feet (60 meters); maintains heading, $\pm 20^\circ$; maintains airspeed, ± 10 knots.

C. TASK: CONSTANT AIRSPEED DESCENTS

1. Exhibits knowledge of the elements related to attitude instrument flying during constant airspeed descents.
2. Establishes the descent configuration specified by the examiner.
3. Transitions to the descent pitch attitude and power setting on an assigned heading using proper instrument cross-check and interpretation, and coordinated control application.
4. Demonstrates descents solely by reference to instruments at a constant airspeed to specific altitudes in straight flight and turns.
5. Levels off at the assigned altitude and maintains that altitude, ± 200 feet (60 meters); maintains heading, $\pm 20^\circ$; maintains airspeed, ± 10 knots.

D. TASK: TURNS TO HEADINGS

1. Exhibits knowledge of the elements related to attitude instrument flying during turns to headings.
2. Transitions to the level-turn attitude using proper instrument crosscheck and interpretation, and coordinated control application.
3. Demonstrates turns to headings solely by reference to instruments; maintains altitude, ± 200 feet (60 meters); maintains a standard rate turn and rolls out on the assigned heading, $\pm 10^\circ$; maintains airspeed, ± 10 knots.

E. TASK: RECOVERY FROM UNUSUAL FLIGHT ATTITUDES

1. Exhibits knowledge of the elements related to attitude instrument flying during unusual attitudes.
2. Recognizes unusual flight attitudes solely by reference to instruments; recovers promptly to a stabilized level flight attitude using proper instrument cross-check and interpretation and smooth, coordinated control application in the correct sequence.

F. TASK: RADIO COMMUNICATIONS, NAVIGATION SYSTEMS/FACILITIES, AND RADAR SERVICES

1. Exhibits knowledge of the elements related to radio communications, navigation systems/facilities, and radar services available for use during flight solely by reference to instruments.
2. Selects the proper frequency and identifies the appropriate facility.
3. Follows verbal instructions and/or navigation systems/facilities for guidance.
4. Determines the minimum safe altitude.
5. Maintains altitude, ± 200 feet (60 meters); maintains heading, $\pm 20^\circ$; maintains airspeed, ± 10 knots.

X. AREA OF OPERATION: EMERGENCY OPERATIONS

A. TASK: EMERGENCY APPROACH AND LANDING (SIMULATED)

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.**
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.
7. Follows the appropriate checklist.

B. TASK: SYSTEMS AND EQUIPMENT MALFUNCTIONS

1. Exhibits knowledge of the elements related to system and equipment malfunctions appropriate to the airplane provided for the practical test.
2. Analyzes 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 instruments malfunction.
 - h. pitot/static.



- i. landing gear or flap malfunction.
 - j. inoperative trim.
 - k. inadvertent door or window opening.
 - l. structural icing.
 - m. smoke/fire/engine compartment fire.
 - n. any other emergency appropriate to the airplane.
3. Follows the appropriate checklist or procedure.

C. TASK: EMERGENCY EQUIPMENT AND SURVIVAL GEAR

Exhibits knowledge of the elements related to emergency equipment and survival gear appropriate to the airplane and environment encountered during flight. Identifies appropriate equipment that should be aboard the airplane.

XI. AREA OF OPERATION: NIGHT OPERATION

1. Physiological aspects of night flying as it relates to vision.
2. Lighting systems identifying airports, runways, taxiways and obstructions, and pilot controlled lighting.
3. Airplane lighting systems.
4. Personal equipment essential for night flight.
5. Night orientation, navigation, and chart reading techniques.
6. Safety precautions and emergencies unique to night flying.

XII. AREA OF OPERATION: POSTFLIGHT PROCEDURES

A. TASK: AFTER LANDING, PARKING, AND SECURING

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 and lighting.
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.

The examiner may conduct the practical test in any sequence that will result in a complete and efficient test; **however, the ground portion of the practical test shall be accomplished before the flight portion.**

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 91	General Operating and Flight Rules
AC 00-6	Aviation Weather
AC 00-45	Aviation Weather Services
FAA-H-8083-25	Pilot's Handbook of Aeronautical Knowledge
AC 61-65	Certification: Pilots and Flight Instructors
AC 61-67	Stall and Spin Awareness Training.
AC 61-84	Role of Preflight Preparation
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 91-69	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-8083-15	Instrument Flying Handbook
AIM	Aeronautical Information Manual
AFD	Airport Facility Directory
NOTAMs	Notices to Airmen
Other	Pilot Operating Handbook



FAA-Approved Flight Manual
Navigation Charts
Seaplane Supplement

Special Emphasis Areas (critical to flight safety) evaluated throughout the practical test.

1. positive aircraft control;
2. procedures for positive exchange of flight controls (who is flying the airplane);
3. stall/spin awareness;
4. collision avoidance;
5. wake turbulence avoidance;
6. Land and Hold Short Operations (LAHSO);
7. runway incursion avoidance;
8. controlled flight into terrain (CFIT);
9. aeronautical decision making (ADM);
10. checklist usage; and
11. other areas deemed appropriate to any phase of the practical test.

Prerequisites Private Pilot—Airplane Practical Test

An applicant for the Private Pilot—Airplane Practical Test is required by 14 CFR part 61 to:

1. be at least **17 years** of age;
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. private pilot **knowledge test** since the beginning of the 24th month before the month in which he or she takes the practical test;
4. have satisfactorily accomplished the **required training** and obtained the aeronautical experience prescribed;
5. possess at least a current third class medical certificate;
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. also 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.

Aircraft and Equipment Required for the Practical Test CFR section 61.45- provide an airworthy, certificated aircraft for use during the practical test--

1. be of U.S., foreign or military registry of the same category, class, and type, if applicable, for the certificate and/or rating for which the applicant is applying;
2. have fully functioning dual controls, except as provided for in 14 CFR section 61.45(c) and (e); and
3. be capable of performing all AREAS OF OPERATION appropriate to the rating sought and have no operating limitations, which prohibit its use in any of the AREAS OF OPERATION, required for the practical test.

Flight Instructor Responsibility

An appropriately rated flight instructor is responsible for training the private 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 private 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.

Examiner¹ Responsibility

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. Examiner's shall test to the greatest extent practicable the applicant's correlative abilities rather than mere rote enumeration of facts throughout the practical test. If the examiner 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 phase should be completed before repeating the questionable TASK. Throughout the flight portion of the practical test, the examiner shall evaluate the applicant's use of visual scanning and collision avoidance procedures.

Satisfactory Performance

Satisfactory performance to meet the requirements for certification is based on the applicant's ability to safely:

1. perform the TASKs specified in the AREAS OF OPERATION for the certificate or rating 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; and
5. demonstrate single-pilot competence if the aircraft is type certificated for single-pilot operations.

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 or rating sought. ***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 reevaluated, including those previously passed. Typical areas of unsatisfactory performance and grounds for disqualification are:

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.

Crew Resource Management (CRM)

CRM refers to the effective use of all available resources: human resources, hardware, and information. Human resources include all groups routinely working with the cockpit crew or pilot who are involved with decisions that are required to operate a flight safely. These groups include, but are not limited to dispatchers, cabin crewmembers, maintenance personnel, air traffic controllers, and weather services. CRM is not a single TASK, but a set of competencies that must be evident in all TASKs in this practical test standard as applied to either single pilot operations or crew.

Applicant's Use of Checklists

Throughout the practical test, the applicant is evaluated on the use of an appropriate checklist. 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, especially in a single-pilot operation. 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

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 shall cause realistic distractions during the flight portion of the practical test to evaluate the applicant's ability to divide attention while maintaining safe flight.

Positive Exchange of Flight Controls

During flight training, there must always be a clear understanding between students and flight instructors 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.

Instructor- "You have the flight controls."

Student- "I have the flight controls."

Instructor- "You have the flight controls."

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.

PRIVATE PILOT—AIRPLANE Single-Engine Land and Single-Engine Sea

APPLICANT'S PRACTICAL TEST CHECKLIST

ACCEPTABLE AIRCRAFT

- Aircraft Documents:
- Airworthiness Certificate
- Registration Certificate
- Operating Limitations
- Aircraft Maintenance Records: Logbook Record of Airworthiness Inspections and AD Compliance
- Pilot's Operating Handbook, FAA-Approved Airplane Flight Manual

PERSONAL EQUIPMENT

- View-Limiting Device
- Current Aeronautical Charts
- Computer and Plotter
- Flight Plan Form
- Flight Logs
- Current AIM, Airport Facility Directory, and Appropriate Publications

PERSONAL RECORDS

- Identification—Photo/Signature ID
- Pilot Certificate
- Current and Appropriate Medical Certificate
- Completed FAA Form 8710-1, Airman Certificate and/or
- Rating Application with Instructor's Signature (If applicable)
- Computer Test Report
- Pilot Logbook with appropriate Instructor Endorsements
- FAA Form 8060-5, Notice of Disapproval (if applicable)
- Approved School Graduation Certificate (if applicable)
- Examiner's Fee (if applicable)