

Using the Airman Certification Standards



Presented to: General Audience

By: Federal Aviation Administration

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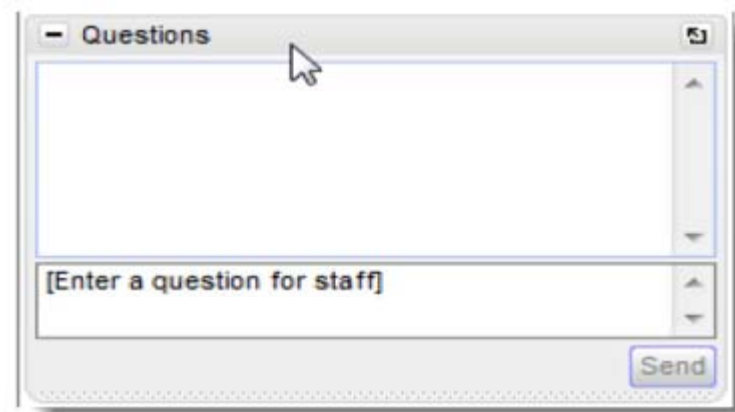
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- We hope to make this webinar recording available for review.



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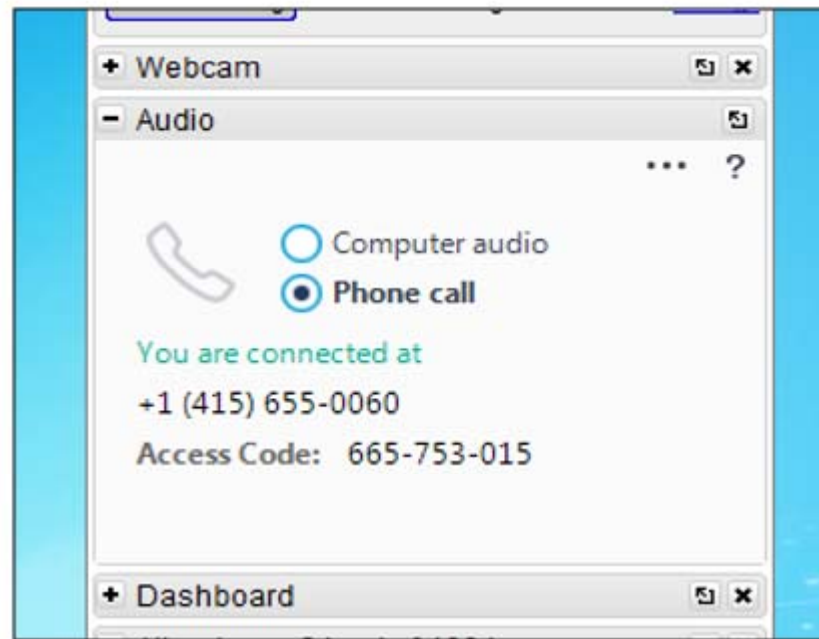
Control Panel Missing?

- The control panel minimizes
- Click the red arrow to bring it back



Audio Problem?

- We recommend you call in.
- Consider hanging up and calling in again.



Overview – ACS Changes

- What's new in 2018?
 - Private Pilot – Airplane – revised
 - Instrument Rating – Airplane – revised
 - Commercial Pilot – Airplane – revised
- How do I use the ACS?
- What's next?
 - ATP
 - AMT
 - Instructor
 - Rotorcraft/Powered-Lift
- Resources



Airman Certification System



Changes: Regulations, Policies, Procedures, Feedback



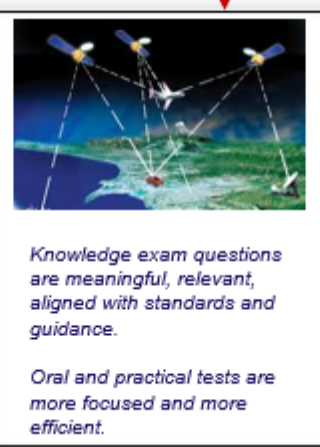
ACS codes
Standards

Combined certification standards for knowledge, risk management, and skill



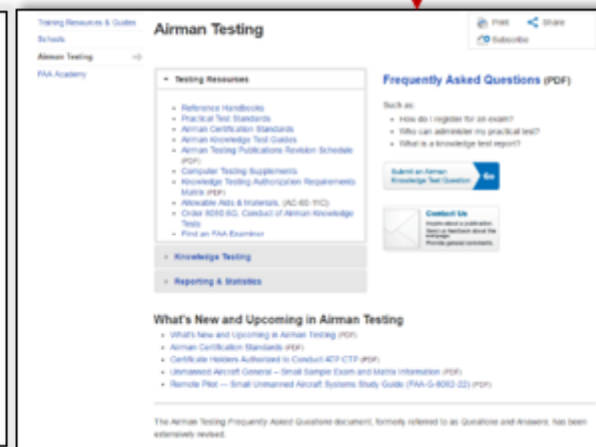
enable continuous
Guidance

Rules, H-series handbooks, Advisory Circulars, other FAA information sources



alignment
Testing

Knowledge exam, oral and practical tests for issuance of certificate or rating



Change Management

Awareness, Desire, Knowledge, Ability, Reinforcement via disciplined change management plan with associated communications strategy

Alignment as appropriate with other Certificates / Ratings



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Airman Certification System

Statutes provide for the Administrator to determine qualifications and to use designees to examine/test/issue certificates.

49 USC 44703

The Administrator of the Federal Aviation Administration shall issue an airman certificate to an individual ...qualified for...the position to be authorized by the certificate.

49 USC 44702

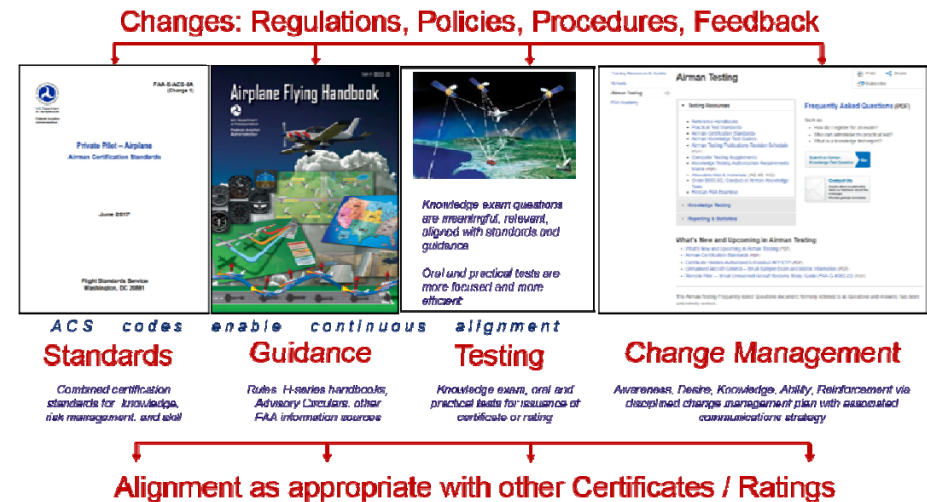
(d) DELEGATION The Administrator may delegate to a qualified private person ...a matter related to—(A) the examination, testing, and inspection necessary to issue a certificate under this chapter; and (B) issuing the certificate

14 CFR part 61: FAA regulations set forth the requirements and conditions for issuance of pilot/instructor certificates & rating in terms of aeronautical experience and broad subject areas for aeronautical knowledge and flight proficiency (skill).

Implementing Guidance

Through the Aviation Rulemaking Advisory Committee (ARAC), the FAA receives essential advice and recommendations from the aviation community on keeping all components of the airman certification system up to date in the context of constant change.

- Specific guidance to designees via the Practical Test Standards or Airman Certification Standards for a given certificate or rating.
- Keeping FAA advisory handbooks up to date
- Best practices for effective testing



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What Changed?

- Private Pilot – Airplane, Instrument Rating – Airplane, and Commercial Pilot – Airplane ACSs
 - Some changes are editorial
 - Some changes clarify existing Task elements
 - Updates made in the Appendices
 - A few standards have changed
- In the following slides we will cover these changes



Major Enhancements Page

Major Enhancements to Version FAA-S-ACS-6B

- Revised Introduction and appendices to account for FAA reorganization.
- Replaced numerous prescriptive references to airplane configuration with more general references.
- Revised numerous Tasks in all Areas of Operation to include more consistent element descriptions.
- Added language to account for Part 68 BasicMed.
- Included SFRA and SATR, if applicable, in [Area of Operation I, Task E](#).
- Distinguished different types of hypoxia in [Area of Operation I, Task H](#).
- Broadened scope of engine starting conditions knowledge element in [Area of Operation II, Task C](#).
- Revised [Area of Operation III, Task A](#) to include runway lighting systems.
- Revised [Area of Operation IV](#) to require touch down a proper pitch attitude.
- Restored distance tolerance in [Area of Operation IV, Task B](#).
- Added airspeed tolerance to [Area of Operation IX, Task A](#).
- Revised [Area of Operation X, Tasks C](#) and [D](#) to match the Instrument Rating Airman Certification Standards.
- Correlated knowledge elements of multiengine airplane engine inoperative flight to zero sideslip.
- Revised language regarding reduction of drag with one engine inoperative in terms of the manufacturer's recommendation or appropriate use of flight controls.
- Added CFIT to low altitude maneuvering risk elements.
- Added a reference to Task Objectives and enhanced [Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations](#), regarding flight solely by reference to instruments.
- Updated the following Appendices:
 - Appendix 1: The Knowledge Test Eligibility, Prerequisites, and Testing Centers
 - Appendix 5: Practical Test Roles, Responsibilities, and Outcomes
 - Appendix 6: Safety of Flight
 - Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations
 - Appendix 9: References
 - Appendix 10: Abbreviations and Acronyms

iv

- Lists the following areas of the ACS:
 - Introduction
 - Tasks
 - Individual elements
 - Appendices



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Introduction – Global

- The Change: FAA reorganization
- How that affects you:
 - Some FAA “routing codes” have changed.
 - For example, the Airman Certification Branch (the people who process applications for airman) has changed from AFS-760 to AFB-720
 - We are no longer using routing codes to identify groups within the agency – we now use the group’s name.



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Global Changes

- Airplane Configuration
 - Where it is appropriate, the use of “raise the landing gear” and “raise/lower the flaps” has been deleted
 - You will now see language like this, “Configure the airplane as per the manufacturer’s recommendations.”
- Task Elements
 - The Tasks elements that are the same in the three ACSs, are now aligned.



Global Changes

- BasicMed
 - Is now a Knowledge testing and Practical testing element
- Special Air Traffic Rules (SATR) and Special Flight Rules Area (SFRA)
 - These are new testing elements, where they apply
- New Task Name
 - For Airport and Seaplane Base Operations Area of Operation, the name of Task A has been changed to include Runway Lighting Systems



Private Pilot – Airplane ACS

Task Element Changes

Normal Approach and Landing Task:

2017:

PA.IV.B.S10	Touch down at speed recommended by manufacturer (ASEL, AMEL), or during round out and touchdown to contact the water at the proper pitch attitude (ASES, AMES).
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2018:

PA.IV.B.S10	Touch down at a proper pitch attitude, within 400 feet beyond or on the specified point, with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
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Area of Operation IX, Emergency Operations; Task A, Emergency Descent

2017:

PA.IX.A.S3	Demonstrate orientation, division of attention and proper planning.
PA.IX.A.S4	Use bank angle between 30° and 45° to maintain positive load factors during the descent.
PA.IX.A.S5	Complete the appropriate checklist.

2018:

PA.IX.A.S4	Use bank angle between 30° and 45° to maintain positive load factors during the descent.
PA.IX.A.S5	Maintain appropriate airspeed +0/-10 knots, and level off at a specified altitude ±100 feet.
PA.IX.A.S6	Complete the appropriate checklist.



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Private Pilot – Airplane ACS

Task Element Changes

Area of Operation X, Multiengine Operations; Task C, One Engine Inoperative (Simulated)(solely by Reference to Instruments) During Straight-and-Level Flight and Turns (AMEL, AMES)

- This Task has been changed to match the Instrument and Commercial ACSs
- “Simulated” has been added to the Task name
- “Solely” has been added to the Task name
- Skill 2, the evaluator establishing zero thrust has been added
- Skill 4, bank angle has been replaced with “Use flight controls...”



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Private Pilot – Airplane ACS

Task Element Changes

Area of Operation X, Multiengine Operations; Task D, Instrument Approach and Landing with an Inoperative Engine (Simulated)(solely by Reference to Instruments)(AMEL, AMES)

- The same changes that were made to Task C were applied to Task D.

2017:

Task	D. Instrument Approach and Landing with an Inoperative Engine (Simulated) (by Reference to Instruments) (AMEL, AMES)
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2018:

Task	D. Instrument Approach and Landing with an Inoperative Engine (Simulated) (solely by Reference to Instruments) (AMEL, AMES)
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2017:

PA.X.D.S11	Complete landing and the appropriate manufacturer’s checklist.
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2018:

PA.X.D.S11	Execute a normal landing.
PA.X.D.S12	Complete the appropriate checklist.



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Private Pilot – Airplane Appendices

- Appendix 1: The Knowledge Test Eligibility, Prerequisites, and Testing Centers
 - The English Language Standard has been updated
- Appendix 3: Airman Knowledge Test Report
 - Page A-6 now includes information about the importance of the applicant using their correct name(s) for the Airman Knowledge Test Report (AKTR)
- Appendix 5: Practical Test Roles, Responsibilities, and Outcomes
 - Changes have been made to Unsatisfactory Performance
 - Removal of “Limited to Center Thrust” has been updated



Private Pilot – Airplane Appendices

- Appendix 6: Safety of Flight-Multiengine Considerations
- Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations.
- Appendix 9: References
- Appendix 10: Abbreviations and Acronyms



Instrument Rating – Airplane ACS

- The FAA reorganization information is the same as the Private and Commercial ACS
- BasicMed, Part 68 information, is the same as the Private and Commercial ACS
- Instrument Rating-specific changes will be covered in the next slides



Instrument Rating – Airplane ACS

- The Objectives of many Tasks now have the added language, “solely by reference to instruments.”
 - For example, Area of Operation III, Air Traffic Control Clearances and Procedures; Task A, Compliance with Air Traffic Control Clearances

2017:

Objective	To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with ATC clearances and procedures.
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2018:

Objective	To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with ATC clearances and procedures solely by reference to instruments. <i>Note: See Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations for related considerations.</i>
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- In addition to the added language in the Task Objective, please refer to Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations (page A-15)
- Please note that this change has been made to numerous Tasks



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Instrument Rating – Airplane ACS

- Area of Operation VI, Instrument Approach Procedures; Task A, Nonprecision Approach

2017:

<i>IR.VI.A.S10</i>	Establish a stabilized approach with a rate of descent and track that will ensure arrival at the MDA prior to reaching the missed approach point (MAP).
<i>IR.VI.A.S11</i>	Maintain no more than a $\frac{3}{4}$ -scale deflection of the CDI, and maintain airspeed within ± 10 knots of desired value while on the final approach segment.
<i>IR.VI.A.S12</i>	Maintain the MDA, when reached, within +100 feet, -0 feet to the MAP.

2018:

<i>IR.VI.A.S11</i>	For the final approach segment, maintain no more than a $\frac{3}{4}$ -scale deflection of the CDI, maintain airspeed ± 10 knots, and altitude, if applicable, above MDA, +100/-0 feet, to the Visual Descent Point (VDP) or Missed Approach Point (MAP).
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- The three elements shown from the 2017 version are now combined into one element
- Addition of AC 120-108 in the Reference Line
- Now allows a Continuous Descent Final Approach (CDFA)



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Instrument Rating – Airplane ACS Appendices

- The changes that were made in the Private and Commercial Pilot ACSs, will also be found in the Instrument Rating – Airplane ACS.
- There is one change in Appendix 7, second paragraph under “Aircraft Requirements & Limitations”.
 - Applicants testing in a multiengine airplane must provide a multiengine airplane with a published V_{MC} . The only exception is if the airman’s certificate is limited to center thrust.



Commercial Pilot – Airplane ACS

- Most of the changes made to the Private Pilot and Instrument Rating ACSs were also applied to the Commercial Pilot ACS; however, there are a few changes that are specific to the Commercial Pilot ACS.
- Changes to the Task elements
 - Added the evaluator’s discretion for full stalls
 - Configure the airplane as per the manufacturer’s recommendations
- Changes to the Appendices
 - Appendix 5
 - Appendix 7



Commercial Pilot – Airplane ACS

- Area of Operation VII; Task B, Power-Off Stalls; and Task C, Power-On Stalls

2017:

CA.VII.B.S7	Acknowledge the cues and recover promptly at the first indication of an impending stall (e.g., aircraft buffet, stall horn, etc.).
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2018:

CA.VII.B.S6	Maintain a specified heading, $\pm 10^\circ$ if in straight flight; maintain a specified angle of bank not to exceed 20° , $\pm 5^\circ$, if in turning flight, until an impending stall is reached.
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2017:

CA.VII.C.S7	Acknowledge the cues and promptly recover at the first indication of an impending stall (e.g., aircraft buffet, stall horn, etc.).
-------------	--

2018:

CA.VII.C.S6	Maintain a specified heading $\pm 10^\circ$ if in straight flight; maintain a specified angle of bank not to exceed 20° , $\pm 10^\circ$, if in turning flight, until an impending or full stall is reached, as specified by the evaluator.
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Commercial Pilot – Airplane ACS

Appendices

- Appendix 5: Practical Test Roles, Responsibilities, and Outcomes
 - Removed the “Limited to Center Thrust” Limitation
- Appendix 7: Equipment Requirements & Limitations
 - The aircraft must meet the requirements as outlined in 14 CFR part 61, section 61.45.



What's Next for the ACS?

In development:

Airline Transport Pilot &
Aircraft Dispatcher (Airplane)



Aviation Maintenance
Technician – General,
Airframe, and Powerplant



Instructor (Airplane)



Rotorcraft & Powered-Lift



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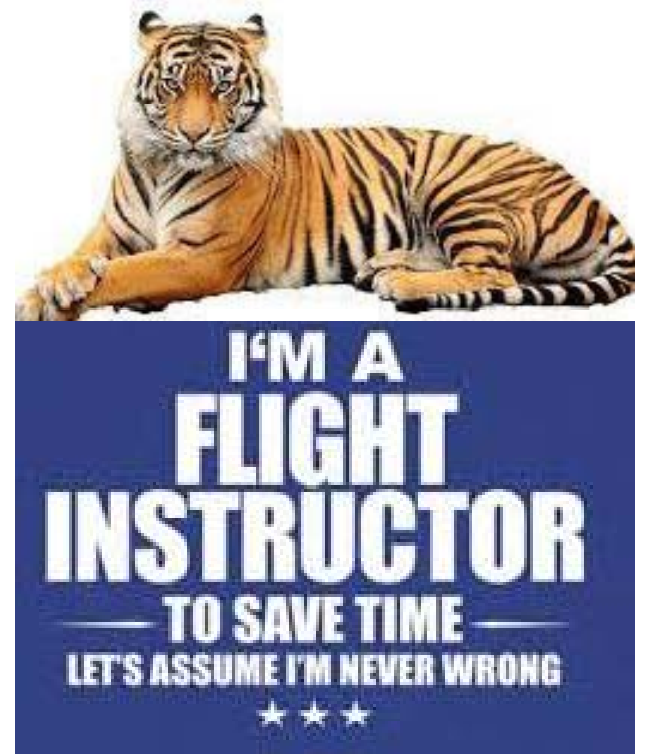
ATP ACS

- Challenges:
 - Certification vs Type Rating
 - ATP Certification Training Program
 - Standards for certification (not training)
 - Moving the Notes to Appendices
- Status:
 - FAA has developed the initial draft
 - ACS WG Industry representatives will review
 - Public comment opportunity



Instructor ACS

- Challenges:
 - Make it practical!
 - Structure – “different breed of cat”
 - Risk management – teach **and** do
- Status:
 - ACS WG completing initial draft
 - FAA/Community team will review
 - “Tabletop” prototype ahead
 - Public comment opportunity



Instructor ACS – Sneak Preview



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Instructor ACS

Section 1 – Fundamentals of Instructing

Section 2 – Ground Instructor

Section 3 – Flight Instructor – Airplane

Areas of Operation:

- I. Fundamentals of Instructing
- II. Technical Subject Areas
- III. Preflight Preparation
- IV. Preflight Lesson on a Maneuver to be Performed in Flight
- V. Preflight Procedures
- VI. Airport & Seaplane Base Operations
- VII. Takeoffs, Landings, & Go-Arounds
- VIII. Fundamentals of Flight
- IX. Performance Maneuvers
- X. Ground Reference Maneuvers
- XI. Slow Flight, Stalls, & Spins
- XII. Basic Instrument Maneuvers
- XIII. Emergency Procedures
- XIV. Multiengine Operations (to be developed)
- XV. Postflight Procedures

DRAFT



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Instructor ACS

AOC		Objective	Knowledge	Risk Management	Skill
I	Fundamentals of Instructing (Tasks A to F)	To determine that the applicant understands the elements of BLANK and demonstrates the ability to apply that knowledge in delivering ground and/or flight instruction.	The applicant demonstrates understanding of:	The applicant demonstrates the ability to identify and mitigate the risks arising from:	The applicant demonstrates the ability to:

AOC		Objective	Knowledge	Risk Management	Skill
II	Technical Subject Areas (Tasks A to O)	To determine that the applicant understands the elements of BLANK and demonstrates the ability to apply that knowledge in delivering ground and/or flight instruction.	The applicant demonstrates instructional knowledge by describing and explaining: -- Some "IAW referenced Task"	The applicant demonstrates the ability to identify and mitigate the risks arising from: -- Some (e.g., B,C) are "intentionally left blank" -- Some (e.g., D) aligned with wording in CAX -- Some (e.g., F) "IAW referenced Task"	The applicant demonstrates the ability to: A/B/D/E/F/G/H/J/K/L/M/N/O Deliver instruction on BLANK in accordance with the referenced Task C - Prepare simulated logbook entries... I - Provide a pre-takeoff briefing...


IV	Preflight Lesson (Task A)	Same	Same	Same	Deliver instruction on the selected maneuver, using teaching methods and aids that incorporate K1 through K3 above as appropriate.
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V	Preflight Procedures (Tasks A to F)	Same	Same	Same *Elements as noted in the Referenced Task R2 Instructional risks associated with BLANK .	The applicant demonstrates the ability to: S1: Demonstrate and simultaneously explain BLANK as noted in the referenced Task. S2: Analyze and correct simulated common errors related to BLANK, to include those stipulated in Kxx through Kxx above.
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Airman Testing Webpage

Airman Testing

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▼ Testing Resources

- [Reference Handbooks](#)
- [Practical Test Standards](#)
- [Airman Certification Standards](#)
- [Airman Knowledge Test Guides](#)
- [Airman Testing Publications Revision Schedule \(PDF\)](#)
- [Computer Testing Supplements](#)
- [Knowledge Testing Authorization Requirements Matrix \(PDF\)](#)
- [Allowable Aids & Materials, \(AC-60-11C\)](#)
- [Order 8080.6G, Conduct of Airman Knowledge Tests](#)
- [Find an FAA Examiner](#)

► [Knowledge Testing](#)


► [Reporting & Statistics](#)

Frequently Asked Questions (PDF)

Such as:

- [How do I register for an exam?](#)
- [Who can administer my practical test?](#)
- [What is a knowledge test report?](#)

[Submit an Airman Knowledge Test Question](#) **Go**

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What's New and Upcoming in Airman Testing

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- [Certificate Holders Authorized to Conduct ATP CTP \(PDF\)](#)
- [Unmanned Aircraft General – Small Sample Exam and Matrix Information \(PDF\)](#)
- [Remote Pilot — Small Unmanned Aircraft Systems Study Guide \(FAA-G-8082-22\) \(PDF\)](#)



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ACS Webpage

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Airman Certification Standards



- [Airman Certification Standards Briefing \(PDF\)](#)
- [Airman Certification Standards FAQ \(PDF\)](#)
- [Airman Certification Standards Information Brochure \(PDF\)](#)
- [ACS Tips for Evaluators \(PDF\)](#)
- [Register for the next ACS Explained Webinar](#) (July 26, 2017)
- [Watch a previously recorded webinar, which explains how to use the ACS](#)

Title	Publication Date	Change Date	Status
Commercial Pilot — Airplane Airman Certification Standards (FAA-S-ACS-7, Changes 1 & 2) (PDF)	June 2017	6/12/2017	Effective June 12, 2017
Instrument Rating Airman Certification Standards (FAA-S-ACS-8A) (PDF)	June 2017	n/a	Effective June 12, 2017
Private Pilot - Airplane Airman Certification Standards (FAA-S-ACS-6A, Change 1) (PDF)	June 2017	6/12/2017	Effective June 12, 2017
Remote Pilot – Small Unmanned Aircraft Systems Airman Certification Standards (FAA-S-ACS-10) (PDF)	July 2016	n/a	Effective August 29, 2016

Top Tasks

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Paul Alp, CFI

Polk State College

Redbird Simulations

RACCA

Robert Stewart, CFI

Savvy Aircraft Maintenance

Satcom Direct (Mariellen
Cuppee)

SAFE

Sportys Academy

UAA

UND



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Questions?

- Airman Testing Webpage
 - http://www.faa.gov/training_testing/testing/
 - http://www.faa.gov/training_testing/testing/acs/
- ACS Focus Team
 - 9-AVS-ACS-Focus-Team@FAA.gov

