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LESSON 2

APPLYING THE PRACTICAL TEST STANDARDS (PTS)



Welcome to Lesson 2, Applying the Practical Test Standards, or PTS.

OBJECTIVES

- On an End-of-Lesson Test and in accordance with the Practical Test Standards (PTS), you will identify:
 - Purpose of PTS
 - Parts of PTS
 - Requirements and procedures for conducting a practical test



At the end of this lesson, on a multiple choice test, you will identify:

- Purpose of the PTS
- Parts of the PTS
- Requirements & procedures for conducting a practical test

PURPOSE OF PRACTICAL TEST STANDARDS (PTS)

- Provide guidance related to conduct of practical test for pilot certification to:
 - Examiners
 - ASIs
 - Flight instructors
 - Pilot applicants
- PTS is authorized under 14 CFR Part 61

PTS Foreword

Recurrent DPE, Lesson 2
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The Practical Test Standards provide guidance related to conduct of practical tests to pilot examiners, aviation safety inspectors (ASIs), flight instructors, and pilot applicants. This guidance, and the requirement that pilot examiners and ASIs follow it when conducting a practical test, help ensure that practical tests are conducted in a standardized way.

USE OF PTS

- Examiners must:
 - Conduct all tests using PTS
 - Test ALL tasks
- May NOT add or eliminate tasks

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You must conduct all FAA practical tests using the Practical Test Standards (PTS). You must test all applicable tasks in the PTS. You may not add tasks to the practical test that are not included in the PTS or eliminate tasks unless specifically authorized by the PTS.

PARTS OF PTS

- Introduction
- Areas of Operation (AOOs)
- Tasks
- Notes
- References
- Objective
- Additional Rating Task Table

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The parts of the PTS covered in this lesson are the introduction, areas of operation, tasks, notes, references, objectives, and the Additional Rating Task Table.

PTS INTRODUCTION

- Contains guidance for conducting test
- Review before each test

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 when conducting private pilot—airplane practical tests. Flight instructors are expected to use this book when preparing applicants for practical tests. 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.

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 revision of these practical test standards.

This practical test standard may be downloaded from the Regulatory Support Division's, AFS-600, web site at <http://afs600.faa.gov>. Subsequent changes to this standard, in accordance with AC 60-27, Announcement of Availability: Changes to Practical Test Standards, will also be available on AFS-600's web site and then later incorporated into a printed revision.

This publication can be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

Comments regarding this publication should be sent to:

U.S. Department of Transportation
Federal Aviation Administration
Flight Standards Service
Airman Testing Standards Branch, AFS-630
P.O. Box 25082
Oklahoma City, OK 73125

PTS Introduction, pp. 1-12

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You must conduct the practical test in accordance with the guidance contained in the PTS Introduction. Review the Introduction for the specific practical test you are conducting for any certificate-specific guidance.

PLAN OF ACTION

- Develop in writing for each practical test.
- Include all tasks in each area of operation.
- Vary content of tests.
- Incorporate one or more scenarios.
- Make flexible enough to accommodate unexpected situations.

Private Pilot PTS, pp. 4,5

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You must develop a written plan of action for each practical test. It must include all tasks in each area of operation, unless otherwise noted. The depth of your plan of action is up to you. Since applicants typically give feedback to their flight schools on the content of the practical test, you should vary the content.

Good plans of action consist of extensive questions with references and multiple scenarios. The plan of action must feature one or more scenarios and be flexible enough to accommodate unexpected situations. It is realistic and desirable to evaluate the applicant's ability to contend with changes occurring due to factors outside the cockpit.

WHY USE SCENARIOS?

- Scenarios are excellent tools for:
 - Comprehensive testing
 - Evaluating correlative abilities
 - Evaluating pilot judgment and decision-making
 - Most accidents are caused by errors in judgment and decision-making.

ATP PTS Introduction, p. 8

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Scenarios are excellent tools for comprehensive testing and are especially effective during ground and flight portions of the evaluation. Examiners frequently assign a cross-country scenario during the practical test to provide a comprehensive analysis of the applicants' ability.

Scenarios are also useful for evaluating correlative abilities. By hypothetically or actually flying a scenario, you can change the variables of weather, fuel, aircraft system failures, and airport closures. This allows you to evaluate the applicant's ability to apply previous learning to the situation at hand.

Scenarios are also excellent for evaluating pilot judgment and decision-making, because the applicant must react to the ever-changing scenario you provide. A majority of accidents result from failures of judgment and decision-making, rather than basic "stick and rudder" skills.

TESTING SEQUENCE

- Ground portion
- Must be completed before flight
- Flight portion
- May be conducted in any sequence if complete & efficient

ATP PTS Introduction, p. 3

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You must conduct the ground portion of the practical test before the flight portion. This allows you to get acquainted with the applicant and put him or her at ease. It also allows you to evaluate the applicant's knowledge of maneuvers and procedures before he/she flies the aircraft.

You may conduct the flight portion of the test in any sequence as long as it is complete and efficient. The FAA recognizes that the flight portion of the test is conducted in a "dynamic environment," and that you may need to evaluate tasks in an order not envisioned when you developed your plan of action.

EVALUATION

- Evaluate all applicable elements of a task selected for evaluation



ATP PTS Introduction, P. 8

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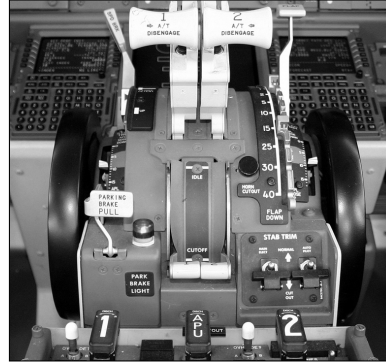
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You must evaluate all applicable elements of a task selected for evaluation. For example, if an applicant is required to perform a maneuver to the left and the right, you must evaluate the applicant's performance in both directions. You must NOT assume that since the applicant successfully completed the maneuver in one direction, he/she can do it in the other direction as well.

SIMULATED EMERGENCY PROCEDURES

- Discuss real & simulated emergencies before flight.
- Use:
 - Safest means possible
 - Good judgment



Private PTS Introduction, p. 5

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You must thoroughly discuss real and simulated emergencies with the applicant before the flight, including how to resolve a real emergency that occurs during a simulated emergency. Use good judgment and the safest means possible when performing simulated emergency procedures.

SIMULATED EMERGENCY PROCEDURES (Cont'd)

- Consider local conditions
- Meteorological
- Topographical
- If procedure could jeopardize safety, simulate it
- Must be authorized by PTS

Private PTS Introduction, p. 5

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You must consider the local conditions, both meteorological and topographical, where the practical test is conducted. For example, a high altitude airport with mountains and marginal weather conditions will require a different approach to emergency simulations than a sea-level airport with no obstructions on a clear, calm day. Adjust the simulation to the risk factors to produce a safe simulation scenario.

If the procedure could jeopardize safety, you should simulate the maneuver. This must be authorized by the PTS. It will be stated as a NOTE in the PTS.

USE OF AUTOPILOT & GPS

- If installed, applicant must demonstrate:
 - Ability to use autopilot/Flight Management System (FMS)
 - GPS approach proficiency
 - GPS database must be current

Instrument PTS, p. 8

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If you conduct the practical test in an aircraft with a properly installed autopilot or Flight Management System, the applicant must demonstrate its use during one of the non-precision approaches of the instrument practical test.

If you conduct the practical test in an aircraft with an operable and properly installed GPS, the applicant must demonstrate GPS approach proficiency. If the applicant was trained to use a GPS in an airplane/simulator/FTD and the airplane/simulator/FTD you use for the test has the same system properly installed and operable, the applicant must demonstrate GPS approach proficiency. When you conduct a practical test for a 14 CFR, Part 135 operator, the operator's approved training program is the controlling authority.

GPS equipment must be instrument certified and contain the current database.

EXAMINER RESPONSIBILITY

- Ensure applicant meets acceptable standards of knowledge and skill in each task.

Private Pilot PTS Introduction, p. 7

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You must determine that the applicant meets the acceptable standards of knowledge and skill of each task within the appropriate PTS.

ORAL QUESTIONS

- No formal division between oral and skill portions of test
- Oral questioning may be used throughout performance of maneuvers
- Use oral questioning judiciously during flight portion

Communications Helicopter PTS Introduction, p. 7

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Since there is no formal division between the oral and skill portions of the practical test, oral questioning can be used during the performance of maneuvers or procedures. However, you should use oral questioning judiciously at all times, especially during the flight portion of the practical test. If questioning could distract the applicant and therefore jeopardize safety, save your questions for later in the test.

SPECIAL EMPHASIS AREAS

- Essential to flight safety
- Critically evaluated during practical test
- NOT specifically addressed as a separate task
- Evaluate Special Emphasis Areas listed in Introduction throughout test in all areas of operation

PTS

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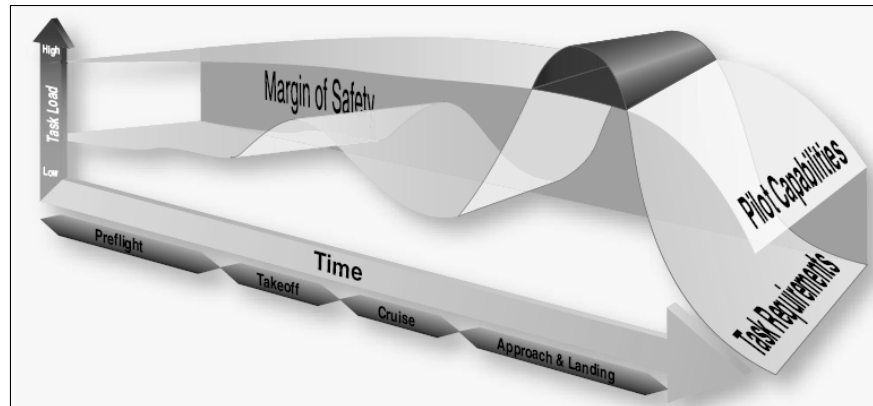


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The Administrator has identified Special Emphasis Areas which are critical to flight safety. You must evaluate these areas. The PTS does not have tasks designed to specifically evaluate Special Emphasis Areas. You should combine Special Emphasis Areas with an associated task and incorporate them into a scenario designed to evaluate the particular area.

AERONAUTICAL DECISION-MAKING & RISK MANAGEMENT



Evaluate applicant's ability to judge risk.

ATP PTS Special Emphasis Area, p. 8

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You must also evaluate applicants on their aeronautical decision-making skills. This chart shows that task requirements can sometimes exceed the pilot's capabilities. When this happens, tasks are either not done properly or not done at all. Use realistic scenario-based questioning as well as assignments in the aircraft to evaluate the applicant's ability to prioritize and accomplish all of the required tasks.

USE OF CHECKLISTS

- Ensure applicant divides attention between:
 - Using checklist
 - Visual scanning



ATP PTS, p. 19; Private Pilot PTS, p. 10

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Throughout the practical test, evaluate the applicant's use of the checklist. Proper use is dependent on the specific task being evaluated. Using the checklist could be unsafe or impractical, especially in a single-pilot operation. In this case, the applicant should review the checklist after the elements have been accomplished. Consider whether the applicant divides his/her attention appropriately between using the checklist and visually scanning.

DISTRACTIONS



Evaluate applicant's control technique while distracted.

Private Pilot PTS, p. 10

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Many accidents occur when the pilot has been distracted during a critical phase of flight. Evaluate the applicant's ability to use proper control technique while dividing attention both inside and outside the cockpit. Use realistic distractions during the flight portion of the practical test.

TEST CORRELATIVE ABILITIES

- Test applicant's correlative abilities
- You may require applicant to repeat task if:
 - It is incomplete
 - Outcome is uncertain
- For an unsatisfactory task, you may NOT:
 - Provide instruction
 - Allow applicant to practice
 - Allow applicant to repeat it

Communications PTS, p. 9

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Throughout the test, you must test the applicant's correlative abilities rather than rote memorization of facts. That is to say, you must test the applicant's ability to apply learning to the situation at hand.

You may NOT provide instruction or allow and applicant to practice or repeat an unsatisfactory task. However, if you determine a task is incomplete or the outcome is uncertain, you must require the applicant to repeat the task or portions of it.

SATISFACTORY PERFORMANCE

- Applicant must:
 - Perform tasks in AOO within approved standards
- Demonstrate:
 - Mastery of aircraft
 - Proficiency and competence
 - Sound judgment
 - Single-pilot competence if aircraft is typed for single-pilot operations
- If applicant does NOT demonstrate single-pilot proficiency, place limitation on certificate.

ATP PTS, p. 16; 14 CFR, Part 61.43

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To pass a practical test, the applicant must perform the tasks specified in the area of operation within the approved standards given in the PTS. Applicant must also demonstrate mastery of the aircraft, proficiency and competence, sound judgment, and single-pilot competence if the aircraft is type certificated for single-pilot operations. If an applicant does not demonstrate single-pilot proficiency, place a limitation, "Second-in-Command Required," on the applicant's airman certificate. The applicant may have the limitation removed if he/she demonstrates single-pilot competency in a later test.

LETTER OF DISCONTINUANCE

- When practical test is discontinued for reasons other than unsatisfactory performance:
 - Return 8710-1 to applicant
 - Prepare, sign, and issue a Letter of Discontinuance that identifies Areas of Operation and associated tasks that were successfully completed

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When a practical test is discontinued for reasons other than unsatisfactory performance (i.e., equipment failure, weather, illness), return FAA Form 8710-1, Airman Certificate and/or Rating Application, to the applicant. Then, prepare, sign, and issue a Letter of Discontinuance to the applicant that identifies the Areas of Operation and associated tasks that were successfully completed. Advise the applicant that the Letter of Discontinuance must be presented to the examiner to receive credit for the successfully completed items.

AREAS OF UNSATISFACTORY PERFORMANCE

- Action or lack of action by applicant that requires intervention by examiner to maintain safe flight
- Failure to use proper & effective visual scanning techniques before & during maneuvers
- Consistently exceeding tolerances stated in objectives

ATP PTS Introduction, p. 17

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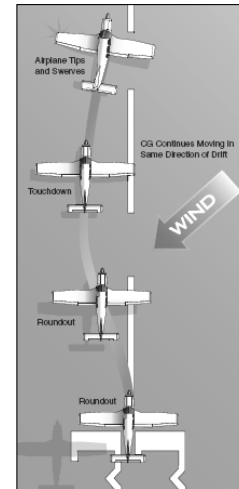
Judge performance unsatisfactory when an action or lack of action by the applicant requires you to take corrective action to maintain safe flight.

Applicants' failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers is also unsatisfactory. Remember, visual scanning techniques are a special emphasis area, so when the improper visual scanning techniques were used, the failure will be attributed to the maneuver being evaluated.

Consistently exceeding tolerances stated in the objectives is another unsatisfactory area. Exceeding tolerances once is not grounds for failure; however, consistently exceeding tolerances and failing to demonstrate mastery are grounds for disqualification.

AREAS OF UNSATISFACTORY PERFORMANCE (Cont'd)

- Failure to take prompt corrective action when tolerances are exceeded
- Unsatisfactory performance of special emphasis areas



ATP PTS Introduction, p. 17

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Other areas of unsatisfactory performance include failure to take prompt corrective action when tolerances are exceeded and unsatisfactory performance of special emphasis areas, such as allowing an aircraft to drift and not maintain the runway centerline on a crosswind landing.

NOTICE OF DISAPPROVAL

- Record:
 - AOO and task(s) NOT meeting standard
 - AOOs/tasks NOT tested
 - Number of practical test failures
 - Special Emphasis Area Indicate associated task

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION		NOTE PRESENT THIS FORM UPON APPLICATION FOR REEXAMINATION	
NOTICE OF DISAPPROVAL OF APPLICATION			
NAME AND ADDRESS OF APPLICANT JOHN RONALD DOE 751 SOUTH MAIN STREET KEYWANA, NM 80010		CERTIFICATE OR RATING SOUGHT TYPE RATING CE-500	
On the date shown, you failed the examination indicated below:			
<input type="checkbox"/> FLIGHT <input type="checkbox"/> ORAL		<input checked="" type="checkbox"/> PRACTICAL	
AIRCRAFT USED (Make and Model)	FLT. TIME RECORDED IN LOGBOOK		
CESSNA CITATION 500	PILOT-IN-COMM OR SOLO	INSTRUMENT	DUAL
	1050	100	180
UPON REAPPLICATION YOU WILL BE REEXAMINED ON THE FOLLOWING:			
V. INSTRUMENT PROCEDURES			
TASK B. HOLDING PROCEDURES			
TASK D. NONPRECISION INSTRUMENT APPROACH PROCEDURES			
TASK E. CIRCLING APPROACH PROCEDURES			
(First Failure) Oral Passed 08/12/2005			
I have personally tested this applicant and deem his performance unsatisfactory for the issuance of the certificate or rating sought.			
DATE OF EXAMINATION	SIGNATURE OF EXAMINER OR INSPECTOR	DESIGNATION OR OFFICE NO.	
08/14/2005	<i>Rhett H. Fennell</i> Rhett H. Fennell	SW01	
FAA Form 8068-5 (3-80)			

ATP PTS Introduction, p. 10

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When you issue a notice of disapproval, record the applicant's unsatisfactory performance in terms of the area of operation and specific task(s) not meeting the standard. Also record the areas of operation or tasks not tested and the number of times the applicant has failed the practical test. If the applicant fails the practical test because of a special emphasis area, indicate the associated task on the notice of disapproval.

DISCONTINUING TEST

- You or applicant may terminate test when a failure makes him/her ineligible for certificate or rating
- You may continue test only with applicant's consent
- During retest, give applicant credit for areas of operation and tasks successfully completed
- However, you may re-evaluate any task, even those previously passed

ATP PTS Introduction, p. 16

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You or the applicant may terminate a test at any time when the applicant fails an area of operation and is thus ineligible for the certificate or rating sought. You may continue the test **ONLY** with the applicant's consent. If you continue the test, you must give the applicant credit for those areas of operation and their associated tasks satisfactorily performed. However, during the retest and at your discretion, you may re-evaluate any task, including those previously passed.

PRACTICAL TEST PREREQUISITES & ELIGIBILITY REQUIREMENTS

- Prerequisites for all practical tests found in:
 - 14 CFR, Part 61.39
- Requirements for specific certificates or ratings are found in both:
 - PTS
 - Part 61 subparts

14 CFR, Part 61.39; PTS

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Each PTS lists the prerequisites or eligibility requirements for that particular practical test.

REMOVAL OF CERTIFICATE LIMITATIONS

- Airplane Multi-Engine VFR-Only
 - Applicant must perform engine failure during flight and instrument approach
- Limited to Center Thrust
 - Applicant must perform preflight preparation, emergency operations, and multi-engine operations

PTS Introduction, p. 6

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To have removed the Airplane Multi-Engine VFR-only limitation, the applicant must satisfactorily perform the engine failure during flight (by reference to instruments) and instrument approach (one engine inoperative in a multi-engine airplane with a published VMC speed). This is addressed in the introduction of the appropriate PTS.

To have removed the Limited-to-Center thrust limitation, the applicant must satisfactorily perform Preflight preparation with the engine inoperative, Emergency operations, and Multi-engine operations.

ADDITIONAL RATING TASK TABLE

- Is used to add rating to existing certificate
- Use discretion to test any & all applicable tasks

Addition of a Rotorcraft/Gyroplane rating to an existing Private Pilot Certificate									
Area of Operation	Required TASKS are indicated by either the TASK letter(s) that apply(s) or an indication that all or none of the TASKS must be tested.								
	PRIVATE PILOT RATING(S) HELD								
	ASEL	ASES	AMEL	AMES	RH	Non-Power Glider	Power Glider	Free Balloon	Airship
I	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G
II	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL

Private Pilot PTS, p. 1

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An applicant who wants to add a category or class rating to an existing pilot certificate must use the Additional Rating Task Table. This allows the applicant to take an abbreviated practical test if he or she has previously demonstrated competence on those tasks tested in an earlier evaluation. You may use your discretion to test any and all applicable tasks of the practical test, up to and including the complete test. If a great deal of time has elapsed since the applicant was previously evaluated, you may want to test more tasks.

ADDITIONAL RATING TASK TABLE (Cont'd)

Addition of a Rotorcraft/Gyroplane rating to an existing Private Pilot Certificate									
Area of Operation	Required TASKS are indicated by either the TASK letter(s) that apply(s) or an indication that all or none of the TASKS must be tested.								
	PRIVATE PILOT RATING(S) HELD								
	ASEL	ASES	AMEL	AMES	RH	Non-Power Glider	Power Glider	Free Balloon	Airship
I	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G	E,F,G
II	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
III	B	B,C	B	B,C	B	ALL	B	ALL	B
IV	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
V	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
VI	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
VII	NONE	NONE	NONE	NONE	NONE	B,C,D	B,C,D	B,C,D	NONE

Private Pilot PTS, p. 1

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Some Practical Test Standards have more than one table per section. Look at this table. Let's take for an example an applicant who wants to add a Rotorcraft/Gyroplane rating and has a private pilot Airplane Single-Engine Sea (ASES) rating and a Rotorcraft Helicopter (RH) rating; to determine the minimum required tasks, select the ASES column under Private Pilot Ratings Held and the RH column to see which tasks must be evaluated for each area of operation. If the applicant holds two or more ratings, as in this case, the least restrictive one applies. If we descend vertically down the table under the ASES and RH columns to Area of Operation III, we see the required tasks for ASES are B and C, and the required task for RH is B. Since the least restrictive requirements apply, the applicant would only be required to demonstrate competency in Task B. However, if you believe the applicant may be weak in some areas, do not hesitate to evaluate those areas.

APPLICANT'S CHECKLIST

APPLICANT'S PRACTICAL TEST CHECKLIST	
APPOINTMENT WITH EXAMINER:	
EXAMINER'S NAME	_____
LOCATION	_____
DATE/TIME	_____
ACCEPTABLE AIRCRAFT	
<input type="checkbox"/>	Aircraft Documents: Airworthiness Certificate Registration Certificate Operating Limitations
<input type="checkbox"/>	Aircraft Maintenance Records: Logbook Record of Airworthiness Inspections and AD Compliance
<input type="checkbox"/>	Pilot's Operating Handbook, FAA-Approved Airplane Flight Manual

Communications PTS, p. 1

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Located in the front of most Practical Test Standards is the Applicant's Practical Test Checklist. In the appointment process, call attention to this checklist. It addresses the equipment and documents that the applicant must bring to the practical test. It is a useful tool for the applicant.

EXAMINER'S CHECKLIST

EXAMINER'S PRACTICAL TEST CHECKLIST

**Airplane Single-Engine Land
And
Airplane Single-Engine Sea**

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. Performance and Limitations (ASEL and ASES)
- ☐ G. Operation of Systems (ASEL and ASES)
- ☐ H. Water and Seaplane Characteristics (ASES)
- ☐ I. Seaplane Bases, Maritime Rules, and Aids to Marine Navigation (ASES)
- ☐ J. Aeromedical Factors (ASEL and ASES)

Private Pilot PTS, p. 1

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The examiner's checklist is located in front of the most PTS's. Use the examiner's checklist in conjunction with your plan of action to ensure that you conduct a complete and valid practical test.

AREAS OF OPERATION (AOOs)

Customized to fit category/class of aircraft

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS

REFERENCES: 14 CFR parts 43, 61, 91; AC 61-21, AC 61-23; Balloon Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to certificates and documents by explaining the appropriate—
 - a. pilot certificate privileges and limitations.
 - b. medical statement.
 - c. pilot logbook or flight record, required entries.
2. Exhibits knowledge of the elements related to certificates and documents by locating and explaining the—
 - a. airworthiness and registration certificates.
 - b. operating limitations, placards, instrument markings, handbooks, and manuals.

Part 61.107(b)(8)

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Areas of Operations (AOOs) are tailored to different categories/classes of aircraft and their operations. For example, the private pilot balloon areas of operation include preflight preparation, preflight procedures, airport operations, launches and landings, performance maneuvers, navigation, emergency operations, and post-flight procedures.

TASKS

I. AREA OF OPERATION: PREFLIGHT

Category/class of aircraft appropriate to task

NOTE: The examiner shall develop a scenario to evaluate TASKs C and D.

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

Knowledge areas, flight procedures, or maneuvers

REFERENCES: 14 CFR parts 43, 61, 91; FAA-H-8083-3, AC 61-23/FAA-

that the applicant exhibits knowledge of the elements related to certificates and documents by:

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.

Private Pilot PTS, p.1-1

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Tasks are knowledge areas, flight procedures, or maneuvers appropriate to the area of operation. Abbreviations in parentheses next to a task, such as ASEL for Airplane Single-Engine Land, indicate the category and class of aircraft appropriate to the task. Test only the tasks appropriate to the aircraft brought to the test. If a class is not indicated for a task, the task applies to all classes to which the PTS applies. Some tasks are discretionary. It's a good idea to rotate the discretionary tasks from one practical test to another, so that applicants do not learn from previous applicants what to expect on your test.

NOTES

I. AREA OF OPERATION: PREFLIGHT PREPARATION

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

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

Emphasizes special considerations

14 CFR parts 43, 61, 91; FAA-H-8083-3, AC 61-23/FAA-
/AFM.

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

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.

Private Pilot PTS, p.2

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Notes emphasize special considerations in the area of operation or task. They provide you guidance for conducting the practical test.

REFERENCES

Describe the task

I. AREA OF OPERATION: PREFLIGHT PREPARATION

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

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

REFERENCES: 14 CFR parts 43, 61, 91; FAA-H-8083-3, AC 61-23/FAA-H-8083-25; POH/AFM.

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

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.

Private Pilot PTS, p.2

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Reference publications listed under each task describe the task. Most tasks have numerous references. The PTS Introduction contains a list that shows the publication number with its title.

Task descriptions are not included in the PTS; you must look for descriptions in the current issue of the references listed for the task. You may use other publications if they contain substantially the same information as the reference listed for the task. However, you should judge the applicant's performance against the referenced publication for compliance. If there is any disagreement between a listed reference and a non-listed reference, the listed reference will take precedence.

OBJECTIVE

I. AREA OF OPERATION: PREFLIGHT PREPARATION

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

Describes what applicant must do to demonstrate task

RELEVANT DOCUMENTS (ASEL and ASES)

REFERENCES: FAR parts 43, 61, 91; FAA-H-8083-3, AC 61-23/FAA-8083-25; POH/AFM.

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

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.

Private Pilot PTS, p.1-1

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The objective describes what the applicant must do (i.e., the behavior) to demonstrate competency in the task. The behavior that the applicant must demonstrate is broken into elements. For this objective, the behavior that the applicant must demonstrate is that of explaining. The elements the applicant must explain are private pilot certificate privileges, limitations, and recent flight experience requirements; medical certificate class and duration; and pilot logbook or flight records.

CREW & SINGLE PILOT RESOURCE MANAGEMENT

- Evaluate:
 - Communication skills
 - Situational awareness
 - Management of workload and automation
 - Aeronautical decision making

Private Pilot PTS, Introduction, p. 9

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Whether you are testing a single pilot applicant or an applicant that must work with a crewmember, evaluate the applicant's communication skills, situation awareness, ability to manage workload and automation, and his/her aeronautical decision making.

APPENDIX 1 - TASK VS. SIMULATION DEVICE CREDIT

Examiners conducting the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards – Airplane with simulation devices should consult appropriate documentation to ensure that the device has been approved for training, testing, and checking the TASKs in question. The documentation for each device should reflect that the following activities have occurred.

1. The device must be evaluated, determined to meet the appropriate standards, and assigned the appropriate qualification level by the National Simulator Program Manager. The device must continue to meet qualifications standards through continuing evaluations as outlined in the appropriate advisory circular (AC). For airplane flight training devices (FTDs), AC 120-45 (as amended), Airplane flight Training Device Qualification, will be used. For simulators, AC 120-40 (as amended), Airplane Simulator Qualification, will be used.
2. The FAA must approve the device for training, testing, and checking the specific TASKs listed in this appendix.
3. The device must continue to support the level of student or applicant performance required by this PTS.

NOTE: Users of the following chart are cautioned that use of the chart alone is incomplete. The description and Objective of each TASK as listed in the body of the PTS, including all NOTES, must also be incorporated for accurate simulation device use.

USE OF CHART

- | | |
|---|--|
| X | Creditable. |
| A | Creditable if appropriate systems are installed and operating. |

- NOTE:**
1. The airplane may be used for all TASKs.
 2. Training Devices below Level 4 may NOT be used for airplane type ratings.
 3. Standards for and use of Level 1 Flight Training Devices have not been determined.

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Refer to Appendix 1 of the PTS for detailed information about the use of flight simulators on a practical test.

APPENDIX 1 - TASK VS. SIMULATION DEVICE CREDIT (Cont'd)

FLIGHT TASK	FLIGHT SIMULATION DEVICE LEVEL										
Areas of Operation : Section Two	1	2	3	4	5	6	7	A	B	C	D
II. Preflight Procedures											
A. Preflight Inspection (Cockpit Only)		A	X	A	A	X	X	X	X	X	X
B. Powerplant Start		A	X	A	A	X	X	X	X	X	X
C. Taxiing										X	X
F. Pre-takeoff Checks		A	X	A	A	X	X	X	X	X	X
III. Takeoff and Departure Phase											
A. Normal and Crosswind Takeoff										X	X
E. Instrument Takeoff (Levels 3, 6, & 7 require a visual sys. approved in accordance with AC 120-40, as amended.)			X			X	X	X	X	X	X
F. Powerplant Failure During Takeoff								X	X	X	X
G. Rejected Takeoff (Levels 3, 6, & 7 require a visual sys. approved in accordance with AC 120-40, as amended.)			X			X	X	X	X	X	X
H. Departure Procedures			X			X	X	X	X	X	X
IV. Inflight Maneuvers											
A. Steep Turns			X			X	X	X	X	X	X
B. Approaches to Stalls (Use of Levels 3, 6, & 7 require operational synthetic stall warning system)			X			X	X	X	X	X	X
C. Powerplant Failure—Multiengine Airplane								X	X	X	X
D. Powerplant Failure—Single-Engine Airplane			X			X	X	X	X	X	X
E. Specific Flight Characteristics											
F. Recovery From Unusual Attitudes									X	X	X

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Refer to the flight task chart within the PTS to determine if the task can be credited using a flight simulator. X indicates creditable, A indicates creditable if appropriate equipment is installed, and blank indicates not creditable.

COMMERCIAL PTS

- Requires use of complex aircraft
- Aircraft equipped with Full Authority Digital Engine Control (FADEC) are considered complex



PTS Introduction

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An applicant for a commercial pilot airplane certificate must demonstrate competency in a complex airplane that has flaps, controllable pitch propeller, and a retractable landing gear. Aircraft that are equipped with Full Authority Digital Engine Control (FADEC), such as the Diamond Twin Star, are considered complex.

AIRLINE TRANSPORT PILOT (ATP) & TYPE RATING PTS

- Type rating applicant holding private or limited commercial certificate must have passed instrument & knowledge test within 24 months
- Applicant for private/commercial combined with type rating must use private/commercial & ATP Type Rating PTS



ATP PTS Introduction, p. 10

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The practical test prerequisites for Airline Transport Pilot are located in the ATP and Aircraft Type Rating PTS. A type rating applicant holding a limited commercial certification must have passed the instrument knowledge test within 24 months of the practical test. This applicant could take the instrument and aircraft type rating practical test concurrently.

If the applicant is applying for a private or commercial certificate combined with a type rating, you must use the appropriate private or commercial PTS as well as the ATP and Aircraft Type Rating PTS.

CHANGES TO ATP PTS

- Integrated seaplane tasks
- Removal of “Examiner may waive task” statement
- Added requirement:
 - Examiners serving as required crew must perform all duties of position except during stalls and steep turns

ATP PTS Introduction, p. 15

Recurrent DPE, Lesson 2
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Recent changes to the ATP PTS include the integration of seaplane tasks, the removal of the statement, “Examiner may waive task,” and the requirement that examiners serving as required crew must perform all duties of that position except during stalls and steep turns.

CHANGES TO INSTRUCTOR PTS

- Added:
 - Maneuver lesson to Renewal & Reinstatement matrix
 - Single-pilot resource management
 - Accelerated maneuver stalls
 - Emergency descent

PTS, Record of Major Changes

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Recently, several changes were made to the flight instructor PTS. Items added include a maneuver lesson in the renewal and reinstatement matrix, single-pilot resource management, accelerated maneuver stalls, and emergency descent.

REVIEW

- In this lesson, we discussed:
 - Practical Test Standards (PTS) Purpose
 - Different parts of the PTS
 - Requirements and procedures for conducting the practical test



In this lesson, we discussed the purpose of the PTS and how it is used by DPEs. We also covered the various parts of the PTS, including the introduction, Areas of Operation, Notes, References, Tasks, and Objectives. We also discussed requirements for conducting and discontinuing the Practical Test. This concludes Lesson 2. Please take the End-of-Lesson Test.