

Initial/Recurrent DPE Part I Training



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Administration

Practical Test Standards



This will be an overview of the PTS from the viewpoint of the Examiner.

Overview

- In this lesson we will discuss the Practical Test Standards (PTS), which includes:
 - Identifying the Contents of the PTS
 - Following the procedures for conducting a Practical Test
 - Identifying Special Emphasis Areas
 - Identifying examiner responsibilities during a Practical Test



In this lesson we will discuss the Practical Test Standards (PTS), which includes:

- Identifying the Contents of the PTS
- Following the procedures for conducting a Practical Test
- Identifying Special Emphasis Areas
- Identifying examiner responsibilities during a Practical Test

Objectives

- On a Post-Test and in accordance with the Practical Test Standards (PTS), you will be able to:
 - Identify the Contents of the PTS
 - Follow the procedures for conducting a Practical Test
 - Identify Special Emphasis Areas
 - Identify examiner responsibilities during a Practical Test



Our objective for this presentation is to ensure that you are able to determine:

- Contents and layout of a PTS
- Procedures for conducting a Practical Test
- Special Emphasis Areas
- Testing – Has the standard been altered, revised or changed
- Examiner responsibilities during a Practical Test

Purpose of PTS

PTS = Tool Used to Evaluate the...



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The PTS provides guidance related to the conduct of practical tests to Pilot Examiners, Aviation Safety Inspectors (ASIs), Flight Instructors, and Pilot Applicants.

The FAA Practical Test Standards outline the minimum acceptable standards for the certificate or rating sought.

Flight Standards Service developed the Practical Test Book as "The Standard" to be used by FAA Inspectors and Designated Pilot Examiners when conducting a practical test.

Flight Instructors are expected to use the PTS when preparing an applicant for the practical test.

Applicants should be familiar with the PTS and refer to these standards during their training.

PTS Requirements

- Use of PTS is mandatory
- Pilot Examiners:
 - Must conduct all Practical Tests using PTS
 - Must test ALL applicable tasks in the PTS
 - CANNOT add or eliminate tasks to the Practical Test unless specifically authorized by the PTS

Part 61.43

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Use of the PTS is mandated by the Federal Aviation Regulations. 14 CFR Part 61.43

Pilot Examiners must follow the PTS while conducting a Practical Test, and must test all applicable tasks in the PTS.

The purpose of the PTS is to ensure the testing of all applicants is standardized.

Pilot Examiners CANNOT add or eliminate tasks to the Practical Test that are not included in the PTS, unless specifically authorized by the PTS.

Contents of PTS

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



This section describes what is contained in each PTS.

The contents 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.

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The Introduction page of the PTS places an emphasis on the use of the PTS as “the standard” that shall be used by FAA Inspectors and DPEs when conducting a Practical Test.

PRACTICAL TEST STANDARDS COMMENTS & RECOMMENDATIONS

AFS630comments@faa.gov

Snail Mail:

Address on Intro Page

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To make recommendations for improvement of the PTS send emails to AFS630comments@faa.gov

When recommendations are received by AFS-630, a file is created, and an answer will be provided to your response.

Practical Test Standards



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Whether you use a commercially produced PTS or the PTS available on the FAA's website, you must ensure that you are using the most current version.

The Practical Test Standards are available online and are routinely updated therefore, you should check your PTS to ensure you have the most current and up to date version.

Note: Publication Date & Change Date

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Pilot Practical Test Standards
Print Email | Updated: 3:05 am ET September 10, 2010

Airline Transport

Title	Publication Date	Change Date
Airline Transport Pilot and Aircraft Type Rating Practical Standards for Airplane (FAA-S-8081-5F with Changes 1 and 2 and 3) (PDF)	Jul 2008	02/11/2011

Do You
Get airmen
Review air
questions
Review air
View know

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There has been numerous changes and revisions to many of the PTSs, the only way to determine that you are using the most current version is to check the AFS600 web site on a daily basis. Note: Even after publishing the latest revision and change number, it is important to check the errata sheet for last minute revisions that may include important changes to a particular PTS.

 <p>U.S. Department of Transportation Federal Aviation Administration</p> <p style="text-align: right;">FAA-S-8081-5F with Changes 1 & 2 ←</p> <p style="text-align: center;">AIRLINE TRANSPORT PILOT AND AIRCRAFT TYPE RATING Practical Test Standards</p> <p style="text-align: center;">for AIRPLANE</p> <p style="text-align: center;">→ July 2008</p> <p style="text-align: center;">FLIGHT STANDARDS SERVICE Washington, DC 20591</p>	 <p>U.S. Department of Transportation Federal Aviation Administration</p> <p style="text-align: right;">FAA-S-8081-5F with Changes 1, 2 & 3 ←</p> <p style="text-align: center;">AIRLINE TRANSPORT PILOT AND AIRCRAFT TYPE RATING Practical Test Standards</p> <p style="text-align: center;">for AIRPLANE</p> <p style="text-align: center;">→ July 2008</p> <p style="text-align: center;">FLIGHT STANDARDS SERVICE Washington, DC 20591</p>
<p>Initial/Recurrent DPE Part I Practical Test Standards (PTS)</p>  <p style="text-align: right;">Federal Aviation Administration 11</p>	

Are these two PTSs the same? Look closely at not only the Publication date but also the Change number. Note the effective date inside the publication.

Practical Test Standards

INTRODUCTION

INTRODUCTION

General Information

The Flight Standards Service of the Federal Aviation Administration (FAA) has developed this practical test standard (PTS) to be used by examiners¹ when conducting airline transport pilot and aircraft type rating practical tests in airplanes. Instructors are expected to address all of the elements contained in this PTS when preparing applicants for practical tests. Applicants should be familiar with this PTS and refer to these standards during their training.

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

This PTS may be purchased from the Superintendent of Documents, U.S. Government Printing Office (GPO), Washington, DC 20402-9325, or from <http://bookstore.gpo.gov>

This PTS is also available for download at www.faa.gov

This PTS is published by the U.S. Department of Transportation, Federal Aviation Administration, Airman Testing Standards Branch, AFS-630, P.O. Box 25082, Oklahoma City, OK 73125.

Comments regarding this publication may be sent to the following e-mail address:

AFS630comments@faa.gov

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These links are conveniently provided to you so that you can access the most current version of the PTS, and make comments regarding this publication.

Practical Test Standards

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All versions of the PTS now have the Table of Contents located in the front of the PTS.

Each section of the PTS will have its own Table of Contents as well, which provides more details.

For example, each Task is listed under the associated Area of Operation (AOO) within the section.

Practical Test Standards Organization

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FAA-S-8081-14A

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Category and/or Class Reference

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The Private Pilot and Commercial Pilot PTS have two sections each.

Example: The Commercial Pilot Airplane test book contains:

- Section 1 Airplane, Single-Engine Land and Sea
- Section 2 Airplane, Multiengine Land and Sea

Areas of Operation

- I. Preflight Preparation
 - A. Certificates and Documents
 - B. Airworthiness Requirements
 - C. Weather Information
 - D. Cross-Country Flight Planning
 - E. National Airspace System
 - F. Performance and Limitations
 - G. Operations and Systems, etc.



Please take a minute to review the PTS description.

Each PTS is laid out in Areas of Operation, identified by Roman numerals.

The PTS and 14 CFR Part 61 list the Areas of Operation in a similar order.

Areas of Operation are Phases of the Practical Test arranged in a logical sequence.

They begin with Preflight preparation and end with Post-Flight procedures.

Task A: Straight and Level Flight

Objective: To determine that the applicant:

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

FAA-H-8083-3, FAA-H-8083-15

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Tasks are identified by capital letters; (A, B, C, etc.)

They are Knowledge Areas, Flight Procedures, and/or Maneuvers appropriate to the Area of Operation.

The Task is further broken down into numbered Elements

The Objective of Task A is: To determine that the applicant:

- Exhibits knowledge of elements related to attitude instrument flying during straight-and-level flight
- Maintains straight-and-level flight solely by reference to instrument and using proper instrument cross check and interpretation, and coordinated control application
- Maintains altitude, ± 200 feet (60 meters); heading, ± 20 degrees; and airspeed, ± 10 knots

Practical Test Standards Description

- **Objective:** Lists the important elements that must be satisfactorily performed to demonstrate competency in a TASK. The objective includes:
 - Specifically what the applicant should be able to do
 - The conditions under which the TASK is to be performed
 - The acceptable standards of performance



The next section in the introduction addresses the use of the Practical Test Standard book.

The Examiner may conduct the Practical Test in any order that results in a complete and efficient test.

Remember! All PTSs require “the ground portion of the practical test shall be completed prior to the flight portion”.

Practical Test Standards Description

- Notes are used to emphasize special considerations required in the Areas of Operation or Tasks.

I. AREA OF OPERATION: PREFLIGHT PREPARATION

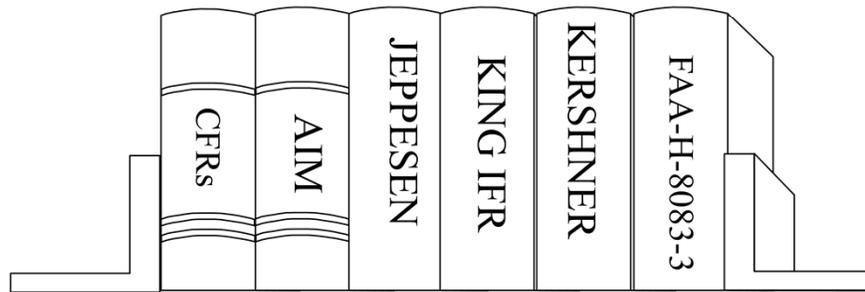
NOTE: The examiner shall develop a scenario based on real-time weather to evaluate TASKS C and D.



Notes have been placed in all of the PTSs where applicable. They are used to emphasize special considerations required in the Areas of Operation or Tasks.

Practical Test Standards Description

- Questions for the Practical test should be generated from various sources including reference material located in the PTSs



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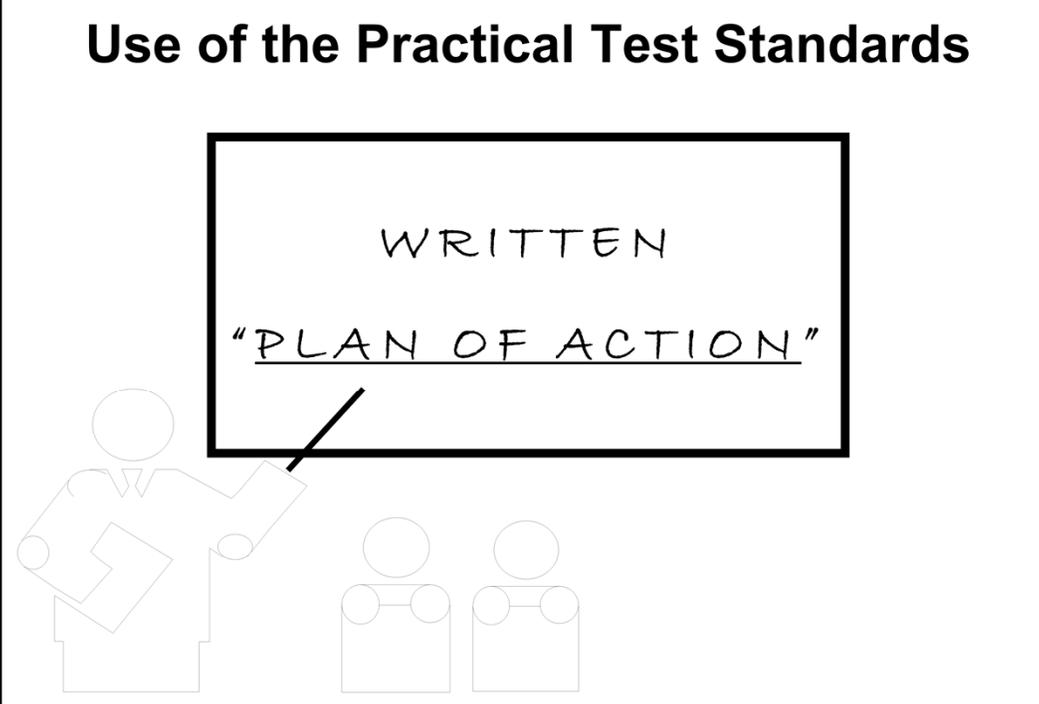
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Under each task is a list of references that describes the task. The publications listed are normally the FAA reference material.

No specific version is stated but the most current is the one to be used.

Other publications may be used as long as their content conveys substantially the same meaning as the referenced publication.

Use of the Practical Test Standards



The illustration shows a presenter on the left, pointing with a stick to a whiteboard. The whiteboard has the word 'WRITTEN' at the top and the phrase 'PLAN OF ACTION' below it. Two audience members are seated in front of the whiteboard.

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To ensure a complete, efficient, and valid test examiners shall develop a written “Plan of Action” (POA) that includes the “order” & “combination” of Tasks to be demonstrated.

This written POA, shall include all Tasks in each Area of Operation for Pilot Initial Certification.

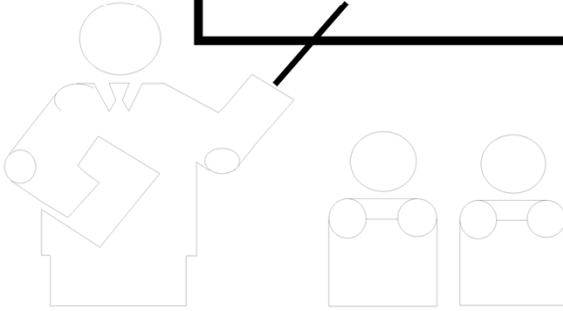
Any Task selected for evaluation shall be evaluated in its entirety.

Are all Areas of Operation required for Flight Instructor Initial certification? Yes, but evaluators can select which specific Tasks they will evaluate along with those mandatory Tasks.

Use of The Practical Test Standards

"WILL"

Incorporate One
or More Scenarios



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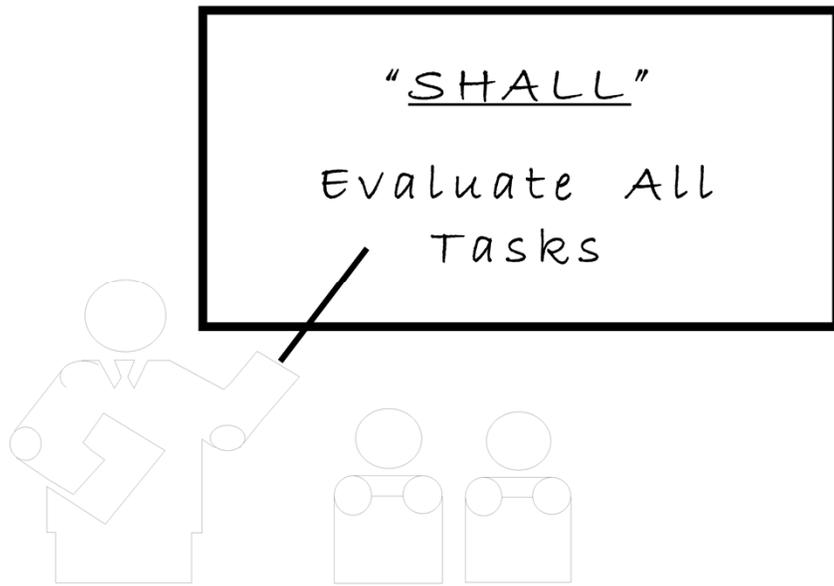


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The best form of evaluation is through the use of scenarios.

Use of The Practical Test Standards



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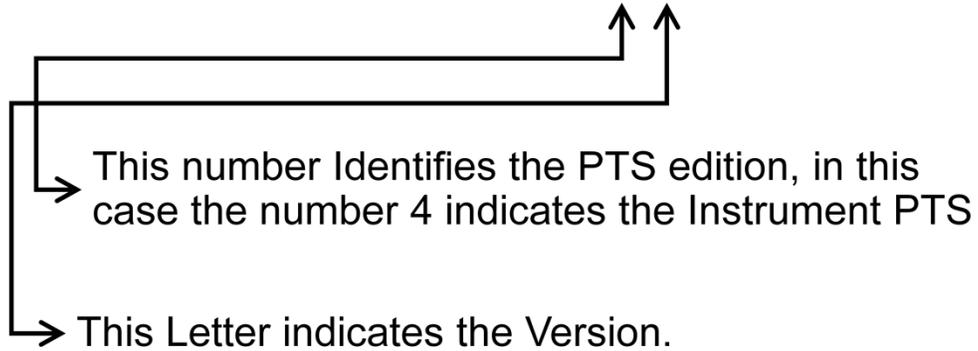
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For Initial Certification Private Pilot, Commercial Pilot and ATP Pilot applicants shall be evaluated in all Tasks (unless instructed or noted otherwise) included in each Area of Operation of the appropriate PTS.

The Commercial Pilot PTS reflect a significantly higher level of Knowledge and Skill than that expected of a Private Pilot applicant performing similar tasks, all testing should be conducted to the level of certification sought.

PTS Numbering System

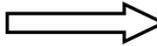
FAA-S-8081-4E



This is an example of the PTS numbering system.



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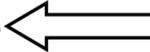


FAA-S-8081-4E
w/ changes 1, 2, 3, & 4

NOTE

Material in FAA-S-8081-4E will be effective January 2010. All previous editions of the Instrument Rating—Airplane, Helicopter, Powered Lift Practical Test Standards will be obsolete as of this date.

MAJOR ENHANCEMENTS



INSTRUMENT RATING
Practical Test Standards

for
AIRPLANE, HELICOPTER,

and
POWERED LIFT

January 2010

FLIGHT STANDARDS SERVICE
Washington, DC 20591

Introduction

1. Added abbreviations
2. Deleted Practical Test Prerequisites: Instrument Rating
3. Added guidance to conform to current guidance in FAA Orders 8900.1 and 8900.2
4. Added special emphasis area of icing hazards, anti-icing and deicing equipment and operations
5. Replaced APV note with LPV verbiage in Aircraft and Equipment Required for the Practical Test section
6. Replaced Aeronautical Decision Making, Risk Management, and Single Pilot Resources Management with new Single-Pilot Resource Management

Areas of Operations

1. Area of Operation I: Preflight Preparation, added new Task A: Pilot Qualifications, which:
 - a. Moved Task A: Weather Information to Task B
 - b. Moved Task B: Cross-Country Flight Planning to Task C
2. Modified task items to standardize phraseology as contained in the Aeronautical Information Manual when reading back clearances and communicating with ATC
3. Area of Operation I: Preflight Preparation, Task B: Cross-Country Flight Planning, added points 8, 9, and 10
4. Area of Operation VI: Instrument Approach Procedures, Task A: Nonprecision Approach (NPA)
 - a. NOTE: added sentence that NPA will have no vertical guidance
 - b. Modified Objective 11 to emphasize stabilized approach profile

Appendices

1. Appendix 1 introduction updated
2. Added Appendix 2, Judgment Assessment Matrix

You will find the PTS number at the top right corner of the Title page. Please note the “Major Enhancements” page, provides a brief explanation of the latest change to the specified PTS. This page can be identified in all of the Practical Test Standards.

Record of Change

- Section in PTS that outlines each change that has been made since the publication date



Each PTS contains a section that outlines each change that has been made since the publication date. The section is titled “Record of Change.”

Let’s take a look at some examples.

How to recognize a Change

Change 5 (6/9/2010)

C. TASK: PRINCIPLES OF FLIGHT
REFERENCES: FAA-H-8083-3, FAA-H-8083-25.
Objective. To determine that the applicant exhibits instructional knowledge of the elements of principles of flight by describing:

1. Airfoil design characteristics.
2. Airplane stability and controllability.
3. Turning tendency (torque effect).
4. Load factors in airplane design.
5. Wingtip vortices and precautions to be taken.

D. TASK: AIRPLANE FLIGHT CONTROLS
REFERENCES: FAA-H-8083-3, FAA-H-8083-25.
Objective. To determine that the applicant exhibits instructional knowledge of the elements related to the airplane flight controls by describing the purpose, location, direction of movement, effect, and proper procedure for use of the:

1. Primary flight controls.
2. Secondary flight controls.
3. Trim Controls.

E. TASK: AIRPLANE WEIGHT AND BALANCE
REFERENCES: FAA-H-8083-1, FAA-H-8083-3, FAA-H-8083-25.
Objective. To determine that the applicant exhibits instructional knowledge of the elements of airplane weight and balance by describing:

1. Weight and balance terms.
2. Effect of weight and balance on performance.
3. Methods of weight and balance control.
4. Determination of total weight and center of gravity and the changes that occur when adding, removing, or shifting weight.



Look for the Change number and the Change bars to find out what has been altered or revised within the affected sections.

Record of Change

- Instrument PTS Change 1 -- 2/5/2010
 - Added the following to pg 9 of the Introduction under Use of FAA Approved Flight Simulation Training Device (FSTD):
 - In order to do so, such devices must be used pursuant to and in accordance with a curriculum approved for use at a 14 CFR part 141 pilot school or 14 CFR part 142 training center. Practical tests or portions thereof, when accomplished in an FSTD, may only be conducted by FAA Aviation Safety Inspectors, Designees authorized to conduct such tests in FSTDs for part 141 Pilot School graduates, or appropriately authorized part 142 Training Center Evaluators (TCE).



Use of FAA-Approved Flight Simulation Training Device (FSTD).

Airman applicants are authorized to use a Full Flight Simulator (FFS) qualified by the National Simulator Program as levels A–D and/or a Flight Training Device (FTD) qualified by the National Simulator Program as levels 4–7 to complete certain and specific flight TASK requirements as listed in a PTS. However, in order to do so, such devices must be used pursuant to and in accordance with a curriculum approved for use at a 14 CFR Part 141 Pilot School or 14 CFR Part 142 Training Center.

Practical Tests or portions thereof, when accomplished in an FSTD, may only be conducted by FAA Aviation Safety Inspectors, Designees authorized to conduct such tests in FSTDs for Part 141 Pilot School graduates, or appropriately authorized Part 142 Training Center Evaluators (TCE).

Record of Change

- Instrument PTS Change 2 – 3/16/2010
 - Introduction—clarification of Aircraft and Equipment Required or the Practical Test



Must the GPS database be current?

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In this Instrument PTS Change 2 it specifies for the Instrument Rating, an applicant is required by 14 CFR Part 61 to provide an airworthy certificated aircraft for use during the Practical Test. Its operating limitations must not prohibit the TASKS required on the practical test.

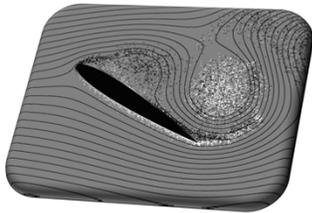
GPS equipment must be Instrument Flight Rules (IFR) certified and contain the current database.

Note: A localizer performance with vertical guidance (LPV) approach with a decision altitude (DA) greater than 300 feet height above terrain (HAT) may be used as a non-precision approach; however, due to the precision of its glide-path and localizer-like lateral navigation characteristics, an LPV can be used to demonstrate precision approach proficiency (AOA VI TASK B) if the DA is equal to or less than 300 feet HAT.

Changes To ATP PTS

- Added requirement:
 - Examiners serving as required crew must perform all duties of position except during stalls and steep turns

Stalls



Steep Turns



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Recent change to the ATP PTS, the following requirement was added:

- Examiners serving as required crew must perform all duties of position except during stalls and steep turns

Changes To Instructor PTS

- Added:
 - Renewal & Reinstatement of a Flight Instructor Table
 - Single-pilot resource management
 - Accelerated maneuver stalls
 - Emergency descent

Renewal or Reinstatement of a Flight Instructor Table:
Airplane Multiengine Category

Required Area of Operation	Number of Tasks
II	Task B, M, and 1 other Task
III	1
IV	1
VII	2 Takeoffs and 2 Landings
IX	1
X	1
XI	1
XIII	2
XIV	1

The Renewal or Reinstatement of one rating on a Flight Instructor Certificate renews or reinstates all privileges existing on the certificate. (14 CFR part 61, section 61.197 and section 61.199)



Recently, several changes were made to the Flight Instructor PTS. Validate that you are using the most current version by checking the AFS600 web site.

Items in this revision include:

- Renewal & Reinstatement of a Flight Instructor Table
- Single-pilot resource management
- Accelerated maneuver stalls; and
- Emergency descent

How to Access the PTS

The screenshot shows the FAA website's navigation structure. At the top, there are links for FAA Home, About FAA, Jobs, News, A-Z Index, and a user profile icon labeled 'I Am A ...'. Below this is the FAA logo and the text 'Federal Aviation Administration'. A search bar is located to the right of the logo. The main navigation menu includes 'Aircraft', 'Airports', 'Air Traffic', 'Data & Research', 'Licenses & Certificates', 'Regulations & Policies', and 'Training & Testing'. The 'Training & Testing' tab is selected, and a dropdown menu is open, showing 'Training Resources & Guides' as the first option, with an arrow pointing to it. Below the dropdown, the 'Training & Testing' page content is visible, including sections for 'Training' and 'Testing' with various links and a 'More »' link for each. The footer of the page contains the text 'Initial/Recurrent DPE Part I Practical Test Standards (PTS)', the FAA logo, 'Federal Aviation Administration', and the page number '31'.

The quickest way to navigate to the PTS is through the FAA home page at faa.gov.

Click on the “Training & Testing” tab and then “Training Resources & Guides.”

How to Access the PTS

Federal Aviation Administration

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Training Resources & Guides

Print Email Updated: 10:16 am ET August 17, 2010

Resources

- Aircraft Certification Technical Training Program
- Airmen Subject Matter Knowledge Codes & Reference Materials (PDF)
- Airmen Testing Information
- Controlled Flight Into Terrain (CFIT) Training Aid (PDF)
- FAA-Industry Training Standards (FITS)
- Inspection Job Aid (MS Word)
- List of Test Centers (PDF)
- National Simulator Program
- Pilots

Guides

- Airman Knowledge Test Questions
- Airman Testing Standards**
- Airworthiness Inspector's Handbook
- Best Practices for Mentoring Flight Instruction (PDF)
- Guide for Aviation Medical Examination
- Knowledge Test Guides
- List of Tests, Number of Questions & Passing Scores (PDF)
- Training Handbooks

Do You Want To... ?

- Get pilot training information
- Find a handbook or manual
- Apply for scholarships & grants
- Join in the aircraft certification technical training program
- Get pilot testing information

Initial/Recurrent DPE Part I Practical Test Standards (PTS)

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Under the “Training Resources & Guides” heading, click on the link “Airman Testing Standards.”

How to Access the PTS

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Federal Aviation Administration

Aircraft Airports Air Traffic Data & Research Licenses & Certificates Regulations & Policies Training & Testing

FAA Home » Training & Testing » Airmen Testing »

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Airmen Testing
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Airmen Practical Test Standards (PTS)

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- ↓ Pilots
- ↓ Flight Instructors
- ↓ Mechanics
- ↓ Other Airmen Standards

Pilots

Airline Transport

Title	Publication Date	Change Date
Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Airplane (FAA-S-8081-5F with Changes 1, 2, 3, & 4) (PDF)	Jul 2008	04/04/2012
Airline Transport Pilot Practical Test Standards for Helicopter (FAA-S-8081-20 with Changes 1, 2, & 3) (PDF)	Aug 1998	04/02/2013

Do You Want To... ?

- Get airmen knowledge test guides
- Review airmen knowledge test questions
- Review airmen practical test standards
- View knowledge test statistics
- Find an FAA examiner

Initial/Recurrent DPE Part I
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This is the “Airman Practical Test Standards” page.

This page lists all of the Pilot PTSs.

This page will show the publication date and the change date.

Satisfactory Performance

- Based on applicant's ability to:
 - Perform tasks specified in areas of operation for certificate or rating sought within approved standards
 - Demonstrate mastery of aircraft with successful outcome of each task performed never seriously in doubt
 - Demonstrate satisfactory proficiency and competency within approved standards
 - Demonstrate sound judgment and ADM
 - Demonstrate single-pilot competence if aircraft is type certificated for single-pilot operations



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

- Perform the tasks specified in the areas of operation for the certificate or rating sought within the approved standards
- Demonstrate mastery of the aircraft with successful outcome of each task performed never seriously in doubt
- Demonstrate satisfactory proficiency and competency within the approved standards
- Demonstrate sound judgment and ADM
- Demonstrate single-pilot competence if the aircraft is type certificated for single-pilot operations

Unsatisfactory Performance

- Typical areas of unsatisfactory performance and grounds for disqualification are:
 - Any action or lack of action by applicant that requires corrective intervention by examiner to maintain safe flight
 - Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers
 - Consistently exceeding tolerances stated in Objectives
 - Failure to take prompt corrective action when tolerances are exceeded



Typical areas of unsatisfactory performance and grounds for disqualification are:

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

Unsatisfactory Performance

- Examiner intervention



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Any time an examiner intervenes during the test other than for unavoidable safety issues (such as a bird strike or traffic advisory), the Practical Test is Unsatisfactory.

This item is not negotiable. If it occurs, the examiner is obligated to issue a Notice of Disapproval.

Unsatisfactory Performance

- Outcome of Task never seriously “in doubt”
- Varies among DPEs
- Notice of Disapproval should specify all Tasks considered “in doubt”



With this item, the examiner has some discretion. How safety-critical is “seriously in doubt?” This may vary among DPEs. Usually as one ages and has some “close calls” during Practical Tests, “seriously in doubt” occurs sooner.

If, as the test continues, questionable maneuvers start to add up, a Notice of Disapproval should be issued. The Notice should specify the Tasks the examiner felt were in doubt.

Unsatisfactory Performance

- Poor judgment



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An example of poor judgment could be an applicant deciding to land a glider downwind. If a tow rope breaks or there are very light winds, this may be acceptable. But as the examiner, you should ask how or why the decision was made to determine whether the applicant's judgment is sound.

Many times during the Practical Test, you will want to know why an applicant made a particular decision. If you are busy, note these items on the POA and ask for the answers at a later time.

Unsatisfactory Performance

- Not within approved standards



The PTS lists the standards which the applicant must meet throughout the flight during the Practical Test.

These criteria are based on ideal flying conditions, which rarely exist. Therefore, the examiner can make allowances for existing weather conditions. This is another DPE judgment call.

However, if the applicant does not take swift and appropriate action to correct for deviations, the associated Task is considered not within approved standards and deemed Unsatisfactory.

Unsatisfactory Performance

- Failure to apply aeronautical knowledge
- Not being master of the aircraft



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The applicant should know and apply sound aeronautical knowledge during the Practical Test. For example, if the airplane had an engine failure and the applicant did not know the best glide speed, the examiner would again make a judgment call as to the applicant's performance. This would not be a good time for the applicant to look up an airspeed in the Pilot's Operating Handbook.

During the Practical Test, the applicant should demonstrate that they are in charge and in control of all situations.

Unsatisfactory Performance

- Consistently exceeding tolerances stated
- Failure to take prompt corrective action



The applicant is trying to fly exact headings, altitudes, and angle of banks during the Practical Test. This is tempered by weather conditions. The examiner is there to judge whether or not the applicant consistently exceeds tolerances and takes prompt and corrective action throughout the Practical Test.

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



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.

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



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.

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



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.

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

<small>UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION</small>		NOTE <small>PRESENT THIS FORM UPON APPLICATION FOR REEXAMINATION</small>	
NOTICE OF DISAPPROVAL OF APPLICATION			
<small>NAME AND ADDRESS OF APPLICANT</small> JOHN RONALD DOE 751 SOUTH MAIN STREET KEYWANA, NM 80010		<small>CERTIFICATE OR RATING SOUGHT</small> TYPE RATING CE-500	
<small>On the date shown, you failed the examination indicated below:</small>			
<input type="checkbox"/> FLIGHT <input type="checkbox"/> ORAL <input checked="" type="checkbox"/> PRACTICAL			
<small>AIRCRAFT USED (Make and Model)</small> CESSNA CITATION 500		<small>FLT. TIME RECORDED IN LOGBOOK</small>	
		<small>PRECISION INSTRUMENT</small> 1050	<small>DUAL</small> 100 180
<small>UPON REAPPLICATION YOU WILL BE REEXAMINED ON THE FOLLOWING:</small>			
V. INSTRUMENT PROCEDURES TASK B. HOLDING PROCEDURES TASK D. NONPRECISION INSTRUMENT APPROACH PROCEDURES TASK E. CIRCLING APPROACH PROCEDURES			
<small>(First Failure) Oral Passed 08/12/2005</small>			
<small>I have personally tested this applicant and deem his performance unsatisfactory for the issuance of the certificate or rating sought.</small>			
<small>DATE OF EXAMINATION</small> 08/14/2005	<small>SIGNATURE OF EXAMINER OR INSPECTOR</small> <i>Robert H. Fossas</i> Robert H. Fossas	<small>DESIGNATION OR OFFICE NO.</small> SW01	
<small>FAA Form 8960-5 (5-89)</small>			

Initial/Recurrent DPE Part I
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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.

PTS Language

Should & May

Must & Will

Permissive

Mandatory!!!

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Let's discuss the importance of the PTS language.

The PTS defines the terms "must" and "will", which indicate actions that are mandatory. The terms "should" and "may" indicate actions that are desirable or permissive but not mandatory.

“Practical Test Standard Concept”



§ 61.43. Practical tests: General procedures

(a) C

(1) P

withir

(2) D

(3) D

(4) D

(b) T

requir

(1) If

then t

(2) If

then t

(3) If

certifi

ca

(c) If

an applic

(1) Performing the tasks specified in the areas of operation for the airman certificate or rating sought within the approved practical test standards;

If the applicant performs the practical test with a copilot, the limitation of "Second in Command Required" will be placed on the applicant's pilot certificate. The limitation may be removed if the applicant passes the practical test by demonstrating single-pilot proficiency in the aircraft in which single-pilot privileges are sought.

(c) If an applicant fails any area of operation, that applicant fails the practical test.

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The concept of the PTS has remained the same.

- 14 CFR Part 61.107 specifies the areas in which Knowledge and Skill must be demonstrated for the issuance of a Pilot Certificate
- The PTS contain specific Tasks in which competency must be demonstrated
- The use of the PTS is mandatory for the evaluation of the applicant

Using The Practical Test Standards To Develop Our POA

- A point of confusion:
 - Any Task selected for evaluation during a practical test shall be evaluated in its entirety.



This area is often misunderstood and neglected. Any Tasks selected for evaluation during a practical test shall be evaluated in its entirety.

Let's take a look at two examples that are in the PTS and use them to illustrate this point.

Task: National Airspace System

Task E: National Airspace System (ASEL and ASES)

References: 14 CFR parts 71, 91, 93; Navigation Charts; AIM.

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

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, special flight rules areas, and other airspace areas.

NOTE: 67% of all ATC violations are related to this TASK.

Initial/Recurrent DPE Part I
Practical Test Standards (PTS)



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Note under Objective 1. It asks for all classes of airspace.

The applicant has to explain the following as stated in the objective:

- What is the basic VFR weather minimum for all classes of airspace?
- What are the boundaries, Pilot Certificate requirements and airplane equipment requirements for?

Class A, B, C, D, E, G airspace.

Explain Special Use Airspace (SUA) and other airspace areas?
What are some examples of Special Use Airspace?

Prohibited Areas, Restricted Areas, Warning Areas, Military Operations Areas, Alert Areas

Note: 67% of all ATC violations are related to these Tasks!

Task: Operation of Systems

- **Objective.** To determine that the applicant exhibits knowledge of the elements related to the operation of systems on the airplane provided for the flight test by explaining at least three (3) of the following systems.
 1. Primary flight controls and trim
 2. Flaps, leading edge devices, and spoilers
 3. Power plant
 4. Propeller
 5. Landing gear
 6. Fuel, oil, and hydraulic systems
 7. Electrical system
 8. Pitot-static system, vacuum/pressure system & associated flight instruments
 9. Environmental and anti-icing systems
 10. Deicing and anti-icing systems
 11. Avionics system



Here the examiner has some discretion. To complete this Task in its entirety the examiner shall have the applicant explain at least three of the elements.

Can the examiner evaluate more?

Yes, three is the minimum to meet the PTS requirement.

Use of The Practical Test Standards

Simulated Emergencies



Use the safest means of simulation.

Initial/Recurrent DPE Part I
Practical Test Standards (PTS)



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The examiner is expected to use good judgment in the performance of simulated emergency procedures. The use of the safest means for simulation is expected. Consideration must always be given to the local conditions.

“If the procedure being evaluated would put the maneuver in jeopardy of safe operation, it is expected that the applicant shall simulate that portion of the maneuver, i.e. - engine governor, trim system malfunction, etc., unless otherwise indicated by the note in a particular area of operation or task.” Discuss this in the preflight briefing.

This does not include feathering a propeller on a multiengine airplane.

Removing Limitations “Airplane Multiengine VFR Only”

- **Private:**
 - AOO XI, Multiengine Operations, TASK C - Engine Failure During Flight and TASK D – Instrument Approach – One Engine Inoperative
- **Commercial:**
 - AOO X, Multiengine Operations, TASK C - Engine Failure During Flight and TASK D – Instrument Approach – One Engine Inoperative



Removal of the “Airplane Multiengine VFR Only” limitation for the Private Pilot, Commercial Pilot Certificate and in the ATP Airplane is listed within the individual PTS.

Removing Limitations “Limited To Center Thrust”



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The Private Pilot and Commercial Pilot Airplane PTS now provide guidance for removal of the Center Thrust limitation:

Private Pilot & Commercial

- AO - i. Preflight preparation
 - Task H. Principles of flight-engine inoperative.
- AO - X: Emergency Operations
 - Task B. Engine Failure During Takeoff Before VMC (Simulated)
 - Task C. Engine Failure After Lift-off (Simulated)
 - Task D. Approach and Landing With An Inoperative Engine (Simulated)

Practical Test Prerequisites

- Age requirements
- English language
- Certificates/Ratings
- Knowledge test results
- Instruction and aeronautical experience
- Medical certificate
- Endorsements

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Practical Test Standards (PTS)



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The PTS will list the generic prerequisites for a practical test.

These include:

- Certificates/Ratings required
- The knowledge test
- Aeronautical experience
- Medical
- Age
- Written statements required for eligibility (new FAR 61 calls these endorsements!)

Read, speak, write and understand the English language;
incorporates the new 14 CFR Part 61 requirement in the Instrument
PTS

(see AC 60-28 or FSDO)

Single Pilot Resource Management

- Refers to the effective use of all available resources; human resources, hardware, and information.
- It is a set of knowledge and skill competencies that must be evident in all tasks in this PTS as applied to either single pilot or a crew operation.
 - Starts at Private Pilot level and works up to the ATP as the amount of resources available increase.

AC 120-51 provides more detailed information

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Single Pilot Resource Management refers to the effective use of all available resources; human resources, hardware, and information.

Groups included are: dispatchers, cabin crewmembers, maintenance personnel, and air traffic controllers.

Single Pilot Resource Management is not a single Task, it is a set of knowledge and skill competencies that must be evident in all Tasks in this PTS as applied to either single pilot or a crew operation.

This starts at the Private Pilot level and works up to the ATP as the amount of resources available increase.

The CFI applicant should demonstrate this and have the ability to teach this to any level student.

AC 120-51, Crew Resource Management Training provides more detailed information.

Crew Resource Management

- Pass/Fail judgments based solely on CRM issues must be carefully chosen since they may be entirely subjective
- CRM related procedures are not subjective, for example crew briefings
- Each applicant must give a crew briefing

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Pass/Fail judgments based solely on Crew Resource Management issues must be carefully chosen since they may be entirely subjective.

Those pass/fail judgments, which are not subjective, apply to Crew Resource Management related procedures in FAA-approved operations manuals that must be accomplished, such as briefings to other crewmembers.

In such cases, the operator (or the aircraft manufacturer) specifies what should be briefed and when the briefings should occur.

The examiner may judge objectively whether the briefings should occur. The examiner may judge objectively whether the briefing requirement was or was not met. In those cases where the operator (or aircraft manufacturer) has not specified a briefing, the examiner shall require the applicant to brief the appropriate items from the following note. The examiner may then judge objectively whether the briefing requirement was or was not met.

Applicant's Practical Test Checklist

- Acceptable aircraft
- Personal equipment
- Personal records

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
PERSONAL EQUIPMENT	
<input type="checkbox"/>	View-Limiting Device
<input type="checkbox"/>	Current Aeronautical Charts
<input type="checkbox"/>	Computer and Plotter
<input type="checkbox"/>	Flight Plan Form
<input type="checkbox"/>	Flight Logs
<input type="checkbox"/>	Current AIM, Airport Facility Directory, and Appropriate Publications
PERSONAL RECORDS	
<input type="checkbox"/>	Identification—Photo/Signature ID
<input type="checkbox"/>	Pilot Certificate
<input type="checkbox"/>	Current and Appropriate Medical Certificate
<input type="checkbox"/>	Completed FAA Form 8710-1, Airman Certificate and/or Rating Application with Instructor's Signature (if applicable)
<input type="checkbox"/>	Computer Test Report
<input type="checkbox"/>	Pilot Logbook with appropriate Instructor Endorsements
<input type="checkbox"/>	FAA Form 8000-5, Notice of Disapproval (if applicable)
<input type="checkbox"/>	Approved School Graduation Certificate (if applicable)
<input type="checkbox"/>	Examiner's Fee (if applicable)

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The Applicant's Practical Test Checklist has been moved to the front of the PTS, right behind the Table of Contents (TOC).

Use of Checklists

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



Throughout the practical test, evaluate the applicant's use of the 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 will 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 improper visual scanning should be considered when using a checklist.

Maneuvering During Slow Flight

- **Objective:** To determine that the applicant:
 - 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.
 - Accomplishes coordinated straight-and-level flight, turns, climbs, and descents with landing gear and flap configurations specified by the examiner.

FAA-H-8083-3, POH/AFM

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The procedure for conducting slow flight changed with the new publication of the Private Pilot and Commercial Pilot PTS.

The wording is identical in both PTSs and therefore, will only be covered once here.

Element 3, of the Slow Flight Task now reads: “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.”

Ground Reference Maneuvers

- Task: S-Turns
 - Selects the reference line with an emergency landing area within gliding distance
 - Plans the maneuver so as to enter at 600 to 1,000 feet (180 to 300 meters) AGL, perpendicular to the selected reference line, downwind, with the first series of turns to the left.
 - Reverses course, as directed by the examiner, and exits at the point of entry at the same altitude and airspeed at which the maneuver was started.
 - Maintains altitude, + 100 feet (30 meters); maintains airspeed, + 10 knots



The key elements in this Task are related to safety considerations and tolerances for successful completion of the maneuver.

Not all Tasks have these considerations.

Commercial Pilot Prerequisites

- Possess an Instrument rating (airplane) or the following limitation shall be placed on the commercial pilot certificate:
 - “Carrying passengers in airplanes for hire is prohibited at night or on cross-country flights of more than 50 nautical miles.”

FAA-S-8081-12B, Page 6

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If an applicant for a Commercial Pilot airplane does not hold an instrument rating, the following limitation shall be placed on the Commercial Pilot Certificate:

- “Carrying passengers in airplanes for hire is prohibited at night or on cross-country flights of more than 50 nautical miles.”

Required Aircraft & Equipment

- For The Practical Test Must:
 - Be a complex airplane furnished by applicant, unless applicant currently holds a commercial pilot certificate with a single-engine or multiengine class rating as appropriate, for performance of takeoffs, landings, and appropriate emergency procedures.
 - A complex landplane is one having a retractable landing gear, flaps, and controllable propeller.
 - A complex seaplane is one having flaps, floats, and controllable propeller.
 - Airplanes equipped with a full authority digital engine control (FADEC) system are considered to have a controllable propeller.

NOTE: A turbine powered airplane equipped with retractable landing gear and flaps may be used to meet the requirements above.

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A Commercial Pilot applicant must provide a complex airplane for performance of takeoffs, landings, and appropriate emergency procedures.

Task vs. Simulation Device Credit

- Meets standards and assigned qualification level by the National Simulator Program Manager
- FAA approves device for training, testing, or checking
- Device must continue to support the level of performance in PTS
- Review the notes 1–4 in Appendix 1

Page 10 & Appendix 1

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In order to use any type of flight training device for any portion of a Practical Test the flight training device must be listed specifically on the examiner's Certificate of Authorization.

In addition to this, flight training devices can only be used in accordance with approved syllabus in a 141 Pilot School or a 142 Training Center.

Task VS Simulation Device Credit

Flight Simulation Device Level								
Areas of Operation	Flight Simulation Device Level							
	4	5	6	7	A	B	C	D
II. Preflight Procedures								
A. Preflight Inspection (Cockpit Only)	A	A	X	X	X	X	X	X
B. Cockpit Management	A	A	X	X	X	X	X	X
C. Engine Starting	A	A	X	X	X	X	X	X
D. Taxiing	-	-	-	-	-	-	X	X
G. Before Takeoff Check	A	A	X	X	X	X	X	X
IV. Takeoffs, Landings, and Go-Arounds								
A. Normal and Crosswind Takeoff and Climb	-	-	-	-	-	-	X	X
B. Normal and Crosswind Approach and Landing	-	-	-	-	-	-	X	X
E. Short-Field Takeoff and Climb	-	-	-	-	X	X	X	X
F. Short-Field Approach and Landing	-	-	-	-	-	-	X	X
L. Go-Around*/Rejected Landing	-	-	X	X	X	X	X	X
V. Performance Maneuvers								
A. Steep Turns	-	-	X	X	X	X	X	X
VII. Navigation*								
B. Navigation Systems and Radar Services	-	A	X	X	X	X	X	X
C. Diversion	-	A	X	X	X	X	X	X
D. Lost Procedures	-	A	X	X	X	X	X	X

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When using authorized flight training devices, only those applicable tasks listed in Appendix 1 may be used towards a certificate or rating as outlined in the appropriate PTS.

Airline Transport Pilot & Aircraft Type Rating

Practical Test Standards For AIRPLANE



FAA-S-8081-5F
with Changes 1, 2 & 3

AIRLINE TRANSPORT PILOT AND AIRCRAFT TYPE RATING

Practical Test Standards

for
AIRPLANE

July 2008

FLIGHT STANDARDS SERVICE
Washington, DC 20591

Initial/Recurrent DPE Part I
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Let's look at the new ATP PTS.

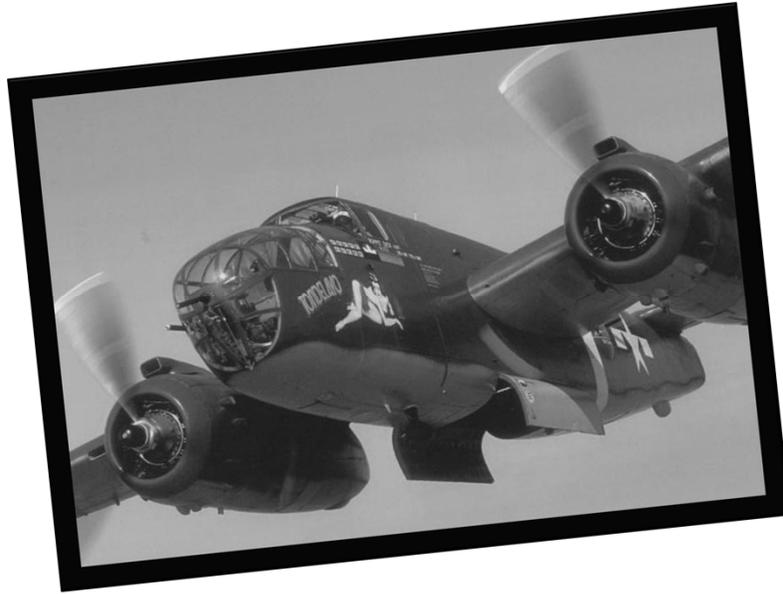
ATP Practical Test Prerequisites

- For type ratings the DPE must hold the appropriate category, class and type rating, if they are acting as a required crewmember



For an ATP Practical Test, a Designee must hold the appropriate category, class, and type rating, if they are acting as a required crewmember.

Aircraft Type Rating Limited To VFR



Initial/Recurrent DPE Part I
Practical Test Standards (PTS)



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The Type Rating “Limited to VFR” has been left in the introduction of the PTS.

This is not available to initial ATP Certification.

This is available only for aircraft whose Type Certificate is limited to VFR only.

Aircraft & Equipment Required For The Practical Test

- GPS equipment must be instrument certified and contain the current data base to be used during the test
- Applicant must demonstrate GPS approach proficiency if operable and properly installed
- Applicant is expected to use the autopilot & FMS if properly installed



GPS equipment must be instrument certified and contain the current data base to be used during a Practical Test.

The applicant must demonstrate GPS approach proficiency if operable and properly installed. The applicant is expected to use the autopilot & Flight Management System (FMS) if properly installed.

Instrument Rating Practical Test Standards

for
Airplane, Helicopter,
&
Powered Lift



U.S. Department
of Transportation
Federal Aviation
Administration

FAA-S-8081-4E
w/ changes 1 and 2

INSTRUMENT RATING Practical Test Standards

for
AIRPLANE, HELICOPTER,
and
POWERED LIFT

January 2010

FLIGHT STANDARDS SERVICE
Washington, DC 20591

Initial/Recurrent DPE Part I
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Now let's review the Instrument Rating PTS for Airplane, Helicopter, and Powered Lift.

Aircraft & Equipment Required

- Approaches two nonprecision:
 - (any two)
 - (one without autopilot & RV)
 - VOR, NDB, GPS, LOC, LDA, SDF or RNAV
- One Precision:
 - ILS, GLS, MLS



The Instrument Rating PTS requires flight instruments to control the aircraft without outside references.

The required radio equipment is that which is necessary for communications with ATC and GPS equipment must be Instrument Certified and contain the Current database.

Note: APV approaches may be substituted only for nonprecision approaches in this standard. An APV approach shall not be used in lieu of the required precision approach.

Aircraft & Equipment

How do you test the loss of primary flight instrument indicators in this aircraft?



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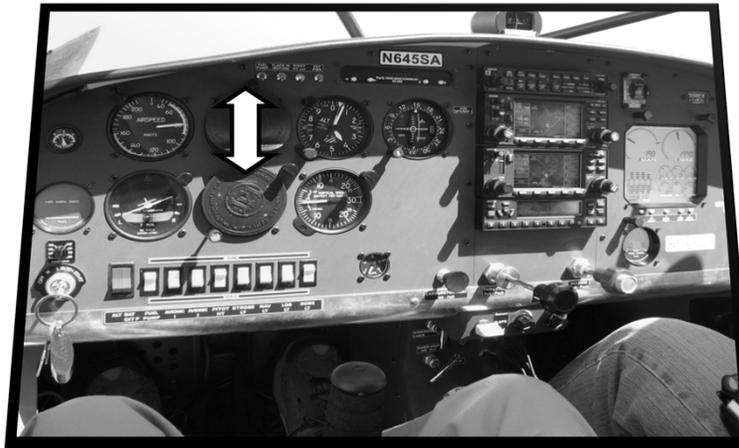
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Aircraft equipped with electronic flight displays may or may not have separate backup flight instruments installed. The abnormal or emergency procedure for loss of electronic flight instrument display appropriate to the aircraft will be evaluated in the loss of primary instruments task. The loss of the primary electronic flight instrument display must be tailored to failures that would normally be encountered in the aircraft. If the aircraft is capable, total failure of the electronic flight instrument display, or supporting component, with access only to the standby flight instruments or backup display shall be evaluated.

Attitude Instrument Flying

- Partial-Panel Skills



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The Instrument Rating PTS places emphasis on and requires the demonstrations of a nonprecision instrument approach without the use of the primary flight instruments or electronic flight instrument display. A nonprecision approach without the use of the primary flight instruments/electronic flight instrument display is considered one of the most demanding situations that could be encountered. If applicants can master this situation, they can successfully complete a less difficult precision approach. If an actual approach in IMC becomes necessary without the aid of the primary flight instruments/electronic flight instrument display, a less difficult precision approach should be requested, if available. However in a real situation the pilot would choose a precision approach if available.

Instrument PTS Maneuvers

- Which Tasks are required for an Instrument Proficiency Check?



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The Instrument Rating PTS Rating Task Table IPC Tasks, were not specific in the requirements for an Instrument Proficiency Check (IPC), now the PTS outlines the specific requirements.

When a Task is evaluated you must comply with the PTS and see the Task in it's entirety.

RATING TASK TABLE

ADDITIONAL INSTRUMENT RATING DESIRED				
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.			
	IA	IH	IPL	IPC
I	NONE	NONE	NONE	NONE
II	A, C	A, C	A, C	NONE
III	NONE	NONE	NONE	C
IV	ALL	ALL	ALL	B
V	NONE	NONE	NONE	ALL
VI	ALL	ALL	ALL	ALL*
VII	ALL**	ALL**	ALL**	B, C, D
VIII	ALL	ALL	ALL	ALL

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Notice the asterisk in the Area of Operation VII next to "ALL." What does this mean?

This means the circling approach, is applicable only to the airplane category. Always read the attached notes.

Rating Task Table

LEGEND

IA Instrument—airplane
IH Instrument—helicopter
IPL Instrument—powered lift
IPC Instrument—proficiency check

NOTE: Except as noted, all TASKS are required for *initial issuance* of an instrument rating.

* TASK D, Circling Approach, is applicable *only* to the *airplane* category.

** TASKS B and C are applicable *only* to *multiengine airplanes*.

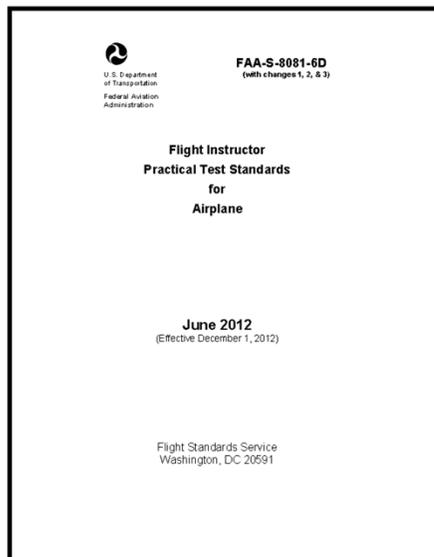
Instrument Proficiency Check. 14 CFR part 61, section 61.57(d), sets forth the requirements for an instrument proficiency check. The person giving that check shall use the standards and procedures contained in this PTS when administering the check. A representative number of TASKS, as determined by the examiner/instructor, must be selected to assure the competence of the applicant to operate in the IFR environment. As a minimum, the applicant must demonstrate the ability to perform the TASKS as listed in the above chart. The person giving the check should develop a scenario that incorporates as many required tasks as practical to assess the pilot's ADM and risk management skills during the IPC.

You will notice that in the legend it lists the abbreviations for aircraft category and also the key for * and **

For the IPC it states that a representative number of Tasks as determined by the examiner/instructor, **MUST** be selected to assure the competence of the applicant to operate in the IFR environment. As a minimum the applicant must demonstrate the ability to perform the TASKS as listed in the above chart. The person giving the check should develop scenarios to assess the pilot's ASM and risk management skills during the IPC.

Flight Instructor Practical Test Standards

For AIRPLANE



1-6D

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The Flight Instructor check ride is considered to be the most difficult check ride to take and to evaluate.

Let's discuss some of the key points to this evaluation.

Aircraft & Equipment Required for the Practical Test

- Flight instructor applicant is required to provide an airworthy, certificated aircraft for use during the practical test
- The aircraft must:
 - Be of U.S., foreign or military registry of the same category, class, and type for the certificate and/or rating for which the applicant is applying;
 - Have fully functioning dual controls except as provided in 14 CFR part 61, section 61.45(c) and (e)

FAA-S-8081-6D

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The Flight Instructor applicant is required by 14 CFR Part 61.45, to provide an airworthy certificated aircraft for use during the practical test.

This section further requires that the aircraft must:

- Be of U.S., foreign or military registry of the same category, class, and type for the certificate and/or rating for which the applicant is applying;
- Have fully functioning dual controls except as provided in 14 CFR part 61, section 61.45(c) and (e)

Renewal or Reinstatement of A Flight Instructor

Renewal or Reinstatement of a Flight Instructor Table:
Airplane Single-Engine Category

Required Area of Operation	Number of Tasks
II	Task B, M, and 1 other Task
III	1
IV	1
V	1
VII	2 Takeoffs and 2 Landings
IX	1
X	1
XI	2
XIII	1
XIV	1

The Renewal or Reinstatement of one rating on a Flight Instructor Certificate renews or reinstates all privileges existing on the certificate. (14 CFR part 61, section 61.197 and section 61.199)

14 CFR Part 61, sections 61.197(a)(1) and 61.199(a), allows an individual that holds a Flight Instructor certificate to renew or reinstate that certificate by passing a practical test.

The examiner shall develop a Plan of Action that includes the Areas of Operation and at least the minimum number of TASKS prescribed in the table at the beginning of each section. The Renewal or Reinstatement of one rating on a Flight Instructor Certificate renews or reinstates all privileges existing on the certificate.

Plan of Action

- Good Plan of Action consists of:
 - Extensive questions with references and multiple scenarios
 - Flexible enough to accommodate unexpected situations



A good Plan of Action consists 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



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 applicant's 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.

Areas of Operation

I. AREA OF OPERATION: PREFLIGHT PREPARATION

NOTE: The test is tailored to the weather conditions to be evaluated.

tailored to different categories or classes of aircraft and their operations

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.



Areas of Operation are phases of the Practical Test.

Areas of Operations are tailored to different categories or 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 that includes real time weather 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.

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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.

Emphasizes special considerations

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.



Notes emphasize special considerations in the Area of Operation or Task. They provide you guidance for conducting the Practical Test.

References

I. AREA OF OPERATION: PREFLIGHT PREPARATION

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

Describe the 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.



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.

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

43, 61, 91; FAA-H-8083-3, AC 61-23/FAA-

Describes what applicant must do to demonstrate task

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.

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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.

Area of Operation: “Fundamentals of Instructing”

- **NOTE:**
 - **Examiner shall select TASK E and one other TASK**
 - A. Human Behavior and Effective Communication
 - B. The Learning Process
 - C. The Teaching Process
 - D. Assessment and Critique
 - E. Instructor Responsibilities and Professionalism
 - F. Techniques of Flight Instruction
 - G. Risk Management



In the Areas of Operation, in some instances, notes identify additional required tasks.

For example, Area of Operation Task I “Fundamentals of Instructing”, has a note stating, “The examiner shall select Task E and one other Task.”

It is imperative that you pay close attention to any additional required tasks within the Areas of Operation.

When the PTS requires that you select one specific Task and another one at random, realize that if you continue to select the same Task, instructors and applicants will see the pattern. Make sure that you have a plan of action that includes all the Tasks, and that you randomly select new tasks to keep the test valid.

Evaluation

- Evaluate all applicable elements of a task selected for evaluation

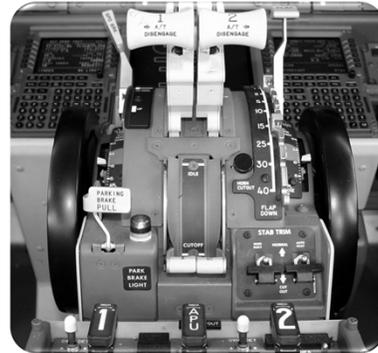


You must evaluate all applicable elements of a Task selected for evaluation.

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, and use:
 - Safest means possible
 - Good judgment



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It is a mandate that you 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.

Always, use good judgment and the safest means possible when performing simulated emergency procedures.

Simulated Emergency Procedures

Continued

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

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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 within the PTS.

Additional Rating Task Table

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

Addition of an Airplane Single-Engine Land Rating to an existing Private Pilot Certificate								
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 based on the notes in each Area of Operation.								
PRIVATE PILOT RATING(S) HELD								
AREAS OF OPERATION	ASES	AMEL	AMES	RH	RG	Glider	Balloon	Airship
I	F,G	F,G	F,G	F,G	F,G	F,G	F,G	F,G
II	D,F	F	D,F	A,C,D, F,G	A,D,F, G	ALL	ALL	ALL
III	C	NONE	C	B,C	NONE	B,C	B,C	B,C
IV	A,B,C, D,E,F	A,B,C, D,E,F	A,B,C, D,E,F	A,B,C, D,E,F, K,L	A,B,C, D,E,F, K,L	A,B,C, D,E,F, K,L	A,B,C, D,E,F, K,L	A,B,C, D,E,F, K,L
V	NONE	NONE	NONE	ALL	ALL	ALL	ALL	ALL

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.

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.



Refer to Appendix 1 of the PTS for detailed information about the use of any flight training device on a Practical Test.

Appendix 1

“Task Vs. Simulation Device Credit”

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. Taxing										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	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.

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



The Practical Test prerequisites for ATP 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.

Special Emphasis Areas



Areas of Operation considered critical to
FLIGHT SAFETY

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Examiners and authorized instructors shall place Special Emphasis upon areas of aircraft operations considered critical to flight safety.

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

Special Emphasis Area

“Positive Exchange Of Flight Controls”

- **Three-step Process!**
 - “I Have The Flight Controls.”
 - “You Have The Flight Controls.”
 - “I Have The Flight Controls.”



Prior to flight there should be a briefing on how the proper exchange of flight controls should be conducted. We recommend that this be incorporated into your preflight briefing.

The words should be spoken. use what is in FAA-H-8083-9. This is what is published in the PTS.

“I HAVE THE FLIGHT CONTROLS”

“YOU HAVE THE FLIGHT CONTROLS”

“I HAVE THE FLIGHT CONTROLS”

Visual Confirmation of this action by both applicant and examiner.

During a CFI practical test, the CFI applicant should teach you this procedure (before the flight begins).

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.

When the instructor wishes the student to take control of the aircraft, he or she will say, “You have the flight controls.” The student

acknowledges immediately by saying, "I have the flight controls." The flight instructor again says, "You have the flight controls." When control is returned to the instructor, follow the same procedure. A visual check is recommended to verify that the exchange has occurred. There should never be any doubt as to who is flying the aircraft at any time.

Review

- In this lesson we discussed:
 - Contents and layout of the Practical Test Standards
 - Procedures for conducting a Practical Test
 - Special Emphasis areas
 - Examiner responsibilities during a Practical Test



In this lesson we discussed:

- Contents and layout of the Practical Test Standards
- Procedures for conducting a Practical Test
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