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U.S. Department
of Transportation

**Federal Aviation
Administration**

SPORT PILOT

Practical Test Standards

for

Airplane
Gyroplane
Glider
Flight Instructor

December 2004

**FLIGHT STANDARDS SERVICE
Washington, DC 20591**

SPORT PILOT

Practical Test Standards

2004

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NOTE

Material in FAA-S-8081-29 will be effective December 1, 2004.

FOREWORD

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

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

/s/ 12-20-2004

Joseph K. Tintera, Manager
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INTRODUCTION

General Information

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

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

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

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

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

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

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

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

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

Practical Test Standards Concept

14 CFR part 61 specifies the AREAS OF OPERATION in which knowledge and skill must be demonstrated by the applicant before the issuance of a Sport Pilot Certificate or privileges. The CFRs provide the flexibility to permit the FAA to publish practical test standards containing the AREAS OF OPERATION and specific TASKs in which pilot competency shall be demonstrated. The FAA shall revise this practical test standard whenever it is determined that changes are needed in the interest of safety. Adherence to the provisions of the regulations and the practical test standards is mandatory for practical tests and proficiency checks.

Practical Test Book Description

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

Section 1—Airplane Single-Engine Land and Sea
Section 2—Gyroplane
Section 3—Glider
Section 4—Flight Instructor (The flight instructor section contains a separate introduction in section 4.)

The Sport Pilot Practical Test Standards include the AREAS OF OPERATION and TASKs for the issuance of an initial Sport Pilot Certificate and for the addition of sport pilot category/class privileges. It also contains information on how to obtain an initial Flight Instructor Certificate with a sport pilot rating and for the addition of flight instructor category/class privileges.

Practical Test Standards Description

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

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

ASEL Airplane Single-engine Land
ASES Airplane Single-engine Sea

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

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

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

These practical test standards are based on the following references.

14 CFR part 43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration
14 CFR part 61	Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 91	General Operating and Flight Rules
AC 00-6	Aviation Weather
AC 00-45	Aviation Weather Services
AC 61-65	Certification: Pilot and Flight Instructors and Ground Instructors
AC 61-67	Stall and Spin Awareness Training
AC 61-84	Role of Preflight Preparation

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

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

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

Abbreviations

14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
ADM	Aeronautical Decision Making
AFD	Airport Facility Directory
AFM	Airplane Flight Manual
AFSS	Automated Flight Service Station
AGL	Above Ground Level
AIM	Aeronautical Information Manual
ASEL	Airplane Single Engine Land
ASES	Airplane Single Engine Sea
ASOS	Automated Surface Observing System

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

Use of the Practical Test Standards Book

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

An applicant, who holds at least a Sport Pilot Certificate seeking additional aircraft category privileges at the sport pilot level, shall be evaluated in the AREAS OF OPERATION and TASKs listed in the Additional Privileges Task Tables. At the discretion of the authorized instructor, an evaluation of the applicant's competence in the remaining AREAS OF OPERATION AND TASKs may be conducted.

If the applicant holds two or more category or class ratings or privileges at least at the sport pilot level, and the privileges TASK table indicates differing required TASKS, the "least restrictive" entry applies. For example, if "ALL" and "NONE" are indicated for one AREA OF OPERATION, the "NONE" entry applies. If "B" and "B, C" are indicated, the "B" entry applies.

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

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

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

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

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

Special Emphasis Areas

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

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

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

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

Sport Pilot—Practical Test Prerequisites (Initial)

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

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

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

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

1. meet the eligibility requirements in 14 CFR part 61, sections 61.305 and 61.23, but **not** the aeronautical knowledge requirements specified in section 61.309, the flight proficiency requirements specified in section 61.311, and the aeronautical experience requirements specified in section 61.313;
2. pass the knowledge test for a Sport Pilot Certificate specified in 14 CFR part 61, section 61.307 or the knowledge test for a Flight Instructor Certificate with a sport pilot rating specified in section 61.405;
3. pass the practical test for a Sport Pilot Certificate specified in 14 CFR part 61, section 61.307;
4. provide the FAA with a certified copy of your ultra-light pilot records from an FAA-recognized ultra-light organization, and those records must—

    a. document that you are a registered ultra-light pilot with that FAA-recognized ultra-light organization; and
    b. indicate that you are recognized to operate each category and class of aircraft for which you seek sport pilot privileges.

Sport Pilot—Additional Privileges

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

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

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

Aircraft and Equipment Required for the Practical Test/Proficiency Check

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

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

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

Single-Seat Aircraft Practical Test

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

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

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

Sport pilots taking the practical test in a single-seat aircraft will have the limitation, “No passenger carriage and flight in a single-pilot station aircraft only” placed on their certificate limiting their operations to a single-seat light-sport aircraft and no passenger carriage will be authorized.

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

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

Single-Seat Aircraft Proficiency Check

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

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

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

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

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

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

Flight Instructor Responsibility

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

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

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

Examiner Responsibility

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

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

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

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

Initial Check—Sport Pilot-Satisfactory Performance

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

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

Initial Check—Sport Pilot-Unsatisfactory Performance

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

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

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

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

1. Any action or lack of action by the applicant that requires corrective intervention by the examiner to maintain safe flight.
2. Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.

3. Consistently exceeding tolerances stated in the Objectives.
4. Failure to take prompt corrective action when tolerances are exceeded.

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

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

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

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

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

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

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

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

Single-Pilot Resource Management

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

Applicant's Use of Checklists

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

Use of Distractions During Practical Tests or Proficiency Checks

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

Positive Exchange of Flight Controls

During flight 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, the instructor 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.

Letter of Discontinuance

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

Aeronautical Decision Making and Risk Management

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

SECTION 1

SPORT PILOT

AIRPLANE

(ASEL and ASES)

SECTION 1—CONTENTS

SPORT PILOT AIRPLANE

APPLICANT'S PRACTICAL TEST CHECKLIST

APPOINTMENT WITH EXAMINER:

EXAMINER'S NAME_____

LOCATION _____

DATE/TIME _____

ACCEPTABLE AIRCRAFT

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

PERSONAL EQUIPMENT

Current Aeronautical Charts
Flight Logs
Current AFD and Appropriate Publications

PERSONAL RECORDS

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

EXAMINER'S PRACTICAL TEST CHECKLIST

APPLICANT'S NAME_____

LOCATION_____

DATE/TIME_____

I. PREFLIGHT PREPARATION

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

II. PREFLIGHT PROCEDURES

A. Preflight Inspection (ASEL and ASES)
B. Cockpit Management (ASEL and ASES)
C. Engine Starting (ASEL and ASES)
D. Taxiing (ASEL)
E. Taxiing and Sailing (ASES)
F. Before Takeoff Check (ASEL and ASES)

III. AIRPORT AND SEAPLANE BASE OPERATIONS

A. Radio Communications and ATC Light Signals (ASEL and ASES)
B. Traffic Patterns (ASEL and ASES)
C. Airport Runway Markings and Lighting

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

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

V. PERFORMANCE MANEUVER

A. Steep Turns (ASEL and ASES)

VI. GROUND REFERENCE MANEUVERS

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

VII. NAVIGATION

A. Pilotage (ASEL and ASES)
B. Diversion (ASEL and ASES)
C. Lost Procedures (ASEL and ASES)

VIII. SLOW FLIGHT AND STALLS

A. Maneuvering During Slow Flight (ASEL and ASES)
B. Power-Off Stalls (ASEL and ASES)
C. Power-On Stalls (ASEL and ASES)
D. Spin Awareness (ASEL and ASES)

IX. EMERGENCY OPERATIONS

A. Emergency Approach and Landing (Simulated) (ASEL and ASES)
B. Systems and Equipment Malfunctions (ASEL and ASES)
C. Emergency Equipment and Survival Gear (ASEL and ASES)

X. POSTFLIGHT PROCEDURES

A. After Landing, Parking, and Securing (ASEL and ASES)
B. Anchoring (ASES)
C. Docking and Mooring (ASES)
D. Ramping/Beaching (ASES)

ADDITIONAL PRIVILEGES TASK TABLE

Addition of a **ASEL** Privileges
to an existing Sport Pilot Certificate or Higher 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.

	PRIVILEGE(S)/RATING(S) HELD								
AREAS OF OPER-ATION	**ASES**	**RG**	**Glider**	**BAL**	**WSCL**	**WSCS**	**PPL**	**PPS**	**AS**
I	F, J, K	D, F, J, K	D, F, J, K	D, F, J, K	F, J, K	F, J, K	D, F, J, K	D, F, J, K	D, F, J, K
II	A, D	A, C, D	A, C, D	A, D	A, D	A, D	A, D	A, D	A, D
III	C	C	C	C	C	C	C	C	C
IV	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
V	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
VI	None	None	None	ALL	None	None	None	None	None
VII	None	None	ALL	ALL	None	None	None	None	None
VIII	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
IX	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B
X	A	A	A	A	A	A	A	A	A

NOTE 1: This table is used by the authorized instructor in developing his/her plan of action for a proficiency check. The authorized instructor may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

NOTE 2: Single-seat applicants adding additional privileges shall not use this table. Rather, they must demonstrate competency in those TASKs identified by a NOTE in each AREA OF OPERATION. The single-seat applicant's knowledge of all TASKs applicable to his/her class will be evaluated orally.

ADDITIONAL PRIVILEGES TASK TABLE

Addition of an **ASES** Privileges
to an existing Sport Pilot Certificate or Higher 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.

	PRIVILEGE(S)/RATING(S) HELD								
AREAS OF OPER-ATION	**ASEL**	**RG**	**Glider**	**BAL**	**WSCL**	**WSCS**	**PPL**	**PPS**	**AS**
I	F, H I,J	D, F, H, I, J, K	D, F, H, I, J, K	F, H, I, J, K	F, H, I, J, K	F, H, J, K	F, H, I, J, K	F, H, J, K	F, H, I, J, K
II	A, E	A, C, E	A, C, E	A, C, E	A, C, E	A, C, E	A, C, E	A, C, E	A, C, E
III	C	C	C	C	C	None	C	None	C
IV	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
V	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
VI	None	None	None	ALL	None	None	None	None	None
VII	None	ALL	ALL	None	ALL	ALL	ALL	ALL	None
VIII	None	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
IX	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B
X	ALL	ALL	ALL	ALL	ALL	A	ALL	A	ALL

NOTE 1: This table is used by the authorized instructor in developing his/her plan of action for a proficiency check. The authorized instructor may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

NOTE 2: Single-seat applicants adding additional privileges shall not use this table. Rather, they must demonstrate competency in those TASKs identified by a NOTE in each AREA OF OPERATION. The single-seat applicant's knowledge of all TASKs applicable to his/her class will be evaluated orally.

I. AREA OF OPERATION: PREFLIGHT PREPARATION

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

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

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

1. Explaining—

    a. certificate privileges, limitations, and currency experience requirements.
    b. medical eligibility.
    c. pilot logbook or flight records.

2. Locating and explaining—

    a. airworthiness and registration certificates.
    b. operating limitations, placards, instrument markings, and flight training supplement.
    c. weight and balance data and/or equipment list, as applicable.

B. TASK: AIRWORTHINESS REQUIREMENTS (ASEL and ASES)

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

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

1. Explaining—

    a. required instruments and equipment for sport pilot privileges.
    b. procedures and limitations for determining if an aircraft, with inoperative instruments and or equipment, is airworthy or in a condition for safe operation.

2. Explaining—

    a. airworthiness directives/safety directives (As applicable to the aircraft brought for flight test.)
    b. maintenance/inspection requirements and appropriate record keeping.

C. TASK: WEATHER INFORMATION (ASEL and ASES)

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to real time weather information appropriate to the specific category/class aircraft by consulting the weather reports, charts, and forecasts from aeronautical weather reporting sources.
2. Makes a competent “go/no-go” decision based on available weather information.

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

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

Objective. To determine that the applicant:

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

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

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

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

1. Sport pilot privileges applicable to the following classes of airspace:

    a. Class B.
    b. Class C.
    c. Class D.
    d. Class E.
    e. Class G.

2. Special use and other airspace areas.
3. Temporary flight restrictions (TFRs).

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

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

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

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

G. TASK: AEROMEDICAL FACTORS (ASEL and ASES)

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

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

1. The effects of alcohol, drugs, and over-the-counter medications.
2. The symptoms, causes, effects, and corrective actions of at least three (3) of the following—

    a. hypoxia.
    b. hyperventilation.
    c. middle ear and sinus problems.
    d. spatial disorientation.
    e. motion sickness.
    f. carbon monoxide poisoning.
    g. stress and fatigue.
    h. dehydration.
    i. hypothermia.

H. TASK: WATER AND SEAPLANE CHARACTERISTICS (ASES)

REFERENCE: FAA-H-8083-23.

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

1. The characteristics of a water surface as affected by features, such as—

    a. size and location.
    b. protected and unprotected areas.
    c. surface wind.
    d. direction and strength of water current.
    e. floating and partially submerged debris.
    f. sandbars, islands, and shoals.
    g. vessel traffic and wakes.
    h. other features peculiar to the area.

2. Float and hull construction, and their effect on seaplane performance, as applicable.
3. Causes of porpoising and skipping, and the pilot action required to prevent or correct these occurrences.

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

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

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

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

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

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

Objective. To determine the applicant:

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

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

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

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

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

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

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

A. TASK: PREFLIGHT INSPECTION (ASEL and ASES)

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

Objective. To determine that the applicant:

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

B. TASK: COCKPIT MANAGEMENT (ASEL and ASES)

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

Objective. To determine that the applicant:

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

C. TASK: ENGINE STARTING (ASEL and ASES)

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

Objective. To determine that the applicant:

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

D. TASK: TAXIING (ASEL)

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

Objective. To determine that the applicant:

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

E. TASK: TAXIING AND SAILING (ASES)

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

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

III. AREA OF OPERATION: AIRPORT AND SEAPLANE BASE OPERATIONS

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

A. TASK: RADIO COMMUNICATIONS AND ATC LIGHT SIGNALS (ASEL and ASES)

NOTE: If the aircraft is not radio equipped, this TASK shall be tested orally for procedures ONLY. Exception: single-seat applicants must be radio equipped.

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

Objective. To determine that the applicant:

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

B. TASK: TRAFFIC PATTERNS (ASEL and ASES)

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

Objective. To determine that the applicant:

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

C. TASK: AIRPORT RUNWAY MARKINGS AND LIGHTING (ASEL and ASES)

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

Objective. To determine that the applicant:

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

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

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

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

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

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

Objective. To determine that the applicant:

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

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

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

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

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

G. TASK: GLASSY WATER TAKEOFF AND CLIMB (ASES)

NOTE: If glassy water condition does not exist, the applicant shall be evaluated by simulating the TASK.

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to glassy water takeoff and climb.
2. Positions the flight controls and flaps for the existing conditions.
3. Clears the area; selects an appropriate takeoff path considering surface hazards and/or vessels and surface conditions.
4. Retracts the water rudders as appropriate; advances the throttle smoothly to takeoff power.
5. Establishes and maintains an appropriate planing attitude, directional control, and corrects for porpoising, skipping, and increases in water drag.
6. Utilizes appropriate techniques to lift seaplane from the water considering surface conditions.
7. Establishes proper attitude/airspeed and accelerates to V_y, +10/-5 knots during the climb.
8. Repositions the landing gear, if appropriate, and flaps after a positive rate of climb is established.
9. Maintains takeoff power to a safe maneuvering altitude.
10. Maintains directional control and proper wind-drift correction throughout takeoff and climb.

H. TASK: GLASSY WATER APPROACH AND LANDING (ASES)

NOTE: If glassy water condition does not exist, the applicant shall be evaluated by simulating the TASK.

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to glassy water approach and landing.
2. Adequately surveys the intended landing area.
3. Considers the wind conditions, water depth, hazards, surrounding terrain, and other watercraft.
4. Selects the most suitable approach path and touchdown area.
5. Establishes the recommended approach and landing configuration, airspeed/attitude, and adjusts pitch attitude and power as required.
6. Maintains a stabilized approach and the recommended approach airspeed, +10/–5 knots and/or attitude and maintains a touchdown pitch attitude and descent rate from the last altitude reference until touchdown.
7. Makes smooth, timely, and correct power and control adjustments to maintain proper pitch attitude and rate of descent to touchdown.
8. Contacts the water in the proper pitch attitude and slows to idle taxi speed.
9. Maintains crosswind correction and directional control throughout the approach and landing sequence.

I. TASK: ROUGH WATER TAKEOFF AND CLIMB (ASES)

NOTE: If rough water condition does not exist, the applicant shall be evaluated by simulating the TASK.

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to rough water takeoff and climb.
2. Positions the flight controls and flaps for the existing conditions.
3. Clears the area; selects an appropriate takeoff path considering wind, swells, surface hazards, and/or vessels.
4. Retracts the water rudders as appropriate; advances the throttle smoothly to takeoff power.
5. Establishes and maintains an appropriate planing attitude, directional control, and corrects for porpoising, skipping, or excessive bouncing.
6. Lifts off at minimum airspeed and accelerates to V_y, +10/-5 knots before leaving ground effect.
7. Repositions the landing gear, if appropriate, and flaps after a positive rate of climb is established
8. Maintains takeoff power to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout takeoff and climb.

J. TASK: ROUGH WATER APPROACH AND LANDING (ASES)

NOTE: If rough water condition does not exist, the applicant shall be evaluated by simulating the TASK.

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to rough water approach and landing.
2. Adequately surveys the intended landing area.
3. Considers the wind conditions, water, depth, hazards, surrounding terrain, and other watercraft.
4. Selects the most suitable approach path and touchdown area.
5. Establishes the recommended approach and landing configuration and airspeed/attitude, and adjusts pitch attitude and power as required.
6. Maintains a stabilized approach and the recommended approach airspeed and/or attitude, or in its absence not more than 1.3 V_{SO} +10/-5 knots with wind gust factor applied.
7. Makes smooth, timely, and correct power and control inputs during the roundout and touch down.
8. Contacts the water in the proper pitch attitude and at the proper airspeed, considering the type of rough water.
9. Maintains crosswind correction and directional control throughout the approach and landing sequence.

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

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

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

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

V. AREA OF OPERATION: PERFORMANCE MANEUVER

A. TASK: STEEP TURNS (ASEL and ASES)

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

Objective. To determine that the applicant:

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

VI. AREA OF OPERATION: GROUND REFERENCE MANEUVERS

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

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

A. TASK: RECTANGULAR COURSE (ASEL and ASES)

REFERENCE: FAA-H-8083-3.

Objective. To determine that the applicant:

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

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

REFERENCE: FAA-H-8083-3.

Objective. To determine that the applicant:

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

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

REFERENCE: FAA-H-8083-3.

Objective. To determine that the applicant:

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

VII. AREA OF OPERATION: NAVIGATION

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

REFERENCE: FAA-H-8083-25.

Objective. To determine that the applicant:

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

B. TASK: DIVERSION (ASEL and ASES)

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

Objective. To determine that the applicant:

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

C. TASK: LOST PROCEDURES (ASEL and ASES)

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

Objective. To determine that the applicant:

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

VIII. AREA OF OPERATION: SLOW FLIGHT AND STALLS

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

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

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

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

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

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

Objective. To determine that the applicant:

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

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

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

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

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

IX. AREA OF OPERATION: EMERGENCY OPERATIONS

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

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

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

Objective. To determine that the applicant:

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

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

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to system and equipment malfunctions appropriate to the airplane provided for the practical test.
2. Evaluates the situation and takes appropriate action for simulated emergencies appropriate to the airplane provided for the practical test for at least three (3) of the following—

    a. partial or complete power loss.
    b. engine roughness or overheat.
    c. carburetor or induction icing.
    d. loss of oil pressure.
    e. fuel starvation.
    f. electrical malfunction.
    g. vacuum/pressure and associated flight instruments malfunction.
    h. pitot/static.
    i. flap malfunction.
    j. inoperative trim.
    k. inadvertent door or window opening.
    l. smoke/fire/engine compartment fire.
    m. flight control malfunction.
    n. ballistic recovery system malfunction, if applicable.
    o. any other emergency appropriate to the airplane.

3. Follows the appropriate checklist or procedure.

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

NOTE: This TASK shall be evaluated orally.

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

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

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

X. AREA OF OPERATION: POSTFLIGHT PROCEDURES

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

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

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

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

Objective. To determine that the applicant:

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

B. TASK: ANCHORING (ASES)

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to anchoring.
2. Selects a suitable area for anchoring, considering seaplane movement, water depth, tide, wind, and weather changes.
3. Uses an adequate number of anchors and lines of sufficient strength and length to ensure the seaplane's security.

C. TASK: DOCKING AND MOORING (ASES)

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to docking and mooring.
2. Approaches the dock or mooring buoy in the proper direction considering speed, hazards, wind, and water current.
3. Ensures seaplane security.

D. TASK: RAMPING/BEACHING (ASES)

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to ramping/beaching.
2. Approaches the ramp/beach, considering persons and property in the proper attitude and direction, at a safe speed, considering water depth, tide, current, and wind.
3. Ramps/beaches and secures the seaplane in a manner that will protect it from the harmful effect of wind, waves, and changes in water level.

SECTION 2

SPORT PILOT

GYROPLANE

SECTION 2—CONTENTS

SPORT PILOT GYROPLANE

CHECKLISTS:

ADDITIONAL RATING TASK TABLE:

AREAS OF OPERATION

APPLICANT'S PRACTICAL TEST CHECKLIST

APPOINTMENT WITH EXAMINER:

EXAMINER'S NAME_____

LOCATION _____

DATE/TIME _____

ACCEPTABLE AIRCRAFT

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

PERSONAL EQUIPMENT

Current Aeronautical Charts
Flight Logs
Current AFD and Appropriate Publications

PERSONAL RECORDS

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

EXAMINER'S PRACTICAL TEST CHECKLIST

APPLICANT'S NAME_____

LOCATION_____

DATE/TIME_____

I. PREFLIGHT PREPARATION

A. Certificates and Documents
B. Airworthiness Requirements
C. Weather Information
D. Cross-Country Flight Planning
E. National Airspace System
F. Operation of Systems
G. Aeromedical Factors
H. Performance and Limitations
I. Principles of Flight

II. PREFLIGHT PROCEDURES

A. Preflight Inspection
B. Cockpit Management
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III. AIRPORT OPERATIONS

A. Radio Communications and ATC Light Signals
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C. Airport Runway Markings and Lighting

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

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B. Normal and Crosswind Approach and Landing
C. Soft-Field Takeoff and Climb
D. Soft-Field Approach and Landing
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VII. NAVIGATION

A. Pilotage
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VIII. FLIGHT AT SLOW AIRSPEEDS

A. Straight-and-Level, Turns, Climbs, and Descents at Slow Airspeeds
B. High Rate of Descent and Recovery

IX. EMERGENCY OPERATIONS

A. Emergency Approach and Landing
B. Power-off Approach and Accuracy Landing
C. Systems and Equipment Malfunctions
D. Emergency Equipment and Survival Gear

X. POSTFLIGHT PROCEDURES

A. After Landing, Parking, and Securing

ADDITIONAL PRIVILEGES TASK TABLE

Addition of a **Gyroplane** Privileges to an existing Sport Pilot of Higher 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.									
	PRIVILEGE(S)/RATINGS (S) HELD								
AREAS OF OPER-ATION	**ASEL**	**ASES**	**Glider**	**BAL**	**AS**	**WSCL**	**WSCS**	**PPL**	**PPS**
I	F, H & I	F, H & I	F, H & I	F, H & I	F, H & I	F, H & I	F, H & I	F, H & I	F, H & I
II	A, C, D, E	A, C, D, E	A, C, D, E	A, C, D, E	A, C, D, E	A, C, D, E	A, C, D, E	A, C, D, E	A, C, D, E
III	C	C	C	C	C	C	C	C	C
IV	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
V	None	None	None	ALL	ALL	ALL	ALL	ALL	ALL
VI	None	None	None	ALL	All	None	None	None	None
VII	None	None	None	All	None	None	None	None	None
VIII	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
IX	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B
X	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL

NOTE 1: This table is used by the authorized instructor in developing his/her plan of action for a proficiency check. The authorized instructor may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

NOTE 2: Single-seat applicants adding additional privileges shall not use this table. Rather, they must demonstrate competency in those TASKs identified by a NOTE in each AREA OF OPERATION. The single-seat applicant's knowledge of all TASKs applicable to his/her class will be evaluated orally.

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS

REFERENCES: 14 CFR parts 43, 61, 91; FAA-H-8083-3, FAA-H-8083-13, FAA-H-8083-25; AFM/POH/FAA Operating Limitations.

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

1. Explaining—

    a. certificate privileges, limitations, and currency experience requirements.
    b. medical eligibility.
    c. pilot logbook or flight records.

2. Locating and explaining—

    a. airworthiness and registration certificates.
    b. operating limitations, placards, instrument markings, and flight training supplement.
    c. weight and balance data and/or equipment list, as applicable.

B. TASK: AIRWORTHINESS REQUIREMENTS

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

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

1. Explaining—

    a. required instruments and equipment for sport pilot privileges.
    b. procedures and limitations for determining if an aircraft, with inoperative instruments and or equipment, is airworthy or in a condition for safe operation.

2. Explaining—

    a. airworthiness directives/safety directives. (As applicable to the aircraft brought for flight test.)
    b. maintenance/inspection requirements and appropriate record keeping.

C. TASK: WEATHER INFORMATION

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to real time weather information appropriate to the specific category/class aircraft by consulting the weather reports, charts, and forecasts from aeronautical weather reporting sources.
2. Makes a competent “go/no-go” decision based on available weather information.

D. TASK: CROSS-COUNTRY FLIGHT PLANNING

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

Objective. To determine that the applicant:

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

E. TASK: NATIONAL AIRSPACE SYSTEM

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

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

1. Sport pilot privileges applicable to the following classes of airspace:

    a. Class B.
    b. Class C.
    c. Class D.
    d. Class E.
    e. Class G.

2. Special use and other airspace areas.
3. Temporary flight restrictions (TFRs).

F. TASK: OPERATION OF SYSTEMS

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

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

1. Primary flight controls and trim.
2. Powerplant and propeller.
3. Rotors, including prerotator/spin-up control.
4. Landing gear, brakes, and steering.
5. Fuel, oil, hydraulic.
6. Electrical.
7. Avionics.
8. Pitot-static, vacuum/pressure, and associated flight instruments.

G. TASK: AEROMEDICAL FACTORS

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

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

1. The effects of alcohol, drugs, and over-the-counter medications.
2. The symptoms, causes, effects, and corrective actions of at least three (3) of the following—

    a. hypoxia.
    b. hyperventilation.
    c. middle ear and sinus problems.
    d. spatial disorientation.
    e. motion sickness.
    f. carbon monoxide poisoning.
    g. stress and fatigue.
    h. dehydration.
    i. hypothermia.

H. TASK: PERFORMANCE AND LIMITATIONS

REFERENCES: FAA-H-8083-1, FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine the applicant:

1. Exhibits knowledge of the elements related to performance and limitations by explaining the use of charts, tables, and data if appropriate, to determine performance and the adverse effects of exceeding limitations.
2. Understands the cause, effect, and avoidance procedure of “power pushover” and “pilot induced oscillation.”
3. Determines if weight and center of gravity will remain within limits during all phases of flight.
4. Describes the effects of atmospheric conditions on the gyroplane’s performance.
5. Determines whether the performance is within the gyroplane’s capabilities and operating limitations.
6. Explains the requirement to maintain sufficient airspeed rather than groundspeed when making downwind turns in close proximity to the ground.

I. TASK: PRINCIPLES OF FLIGHT

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine the applicant exhibits knowledge of at least three (3) of the following aerodynamic principles:

1. Autorotative airflow and reverse flow.
2. Blade flapping and coning.
3. Dissymmetry of lift.
4. Lateral stick force/position change with airspeed.
5. Load factor effects in level flight and turns.
6. Retreating blade stall.
7. Rotor system characteristics.
8. Stability and controllability.

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

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

A. TASK: PREFLIGHT INSPECTION

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a preflight inspection including which items must be inspected, for what reason, and how to detect possible defects.
2. Inspects the gyroplane by systematically following a prescribed checklist.
3. Verifies that the gyroplane is in condition for safe flight, notes any discrepancy, and determines if maintenance is required.

B. TASK: COCKPIT MANAGEMENT

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to efficient cockpit management procedures and related safety factors.
2. Organizes and arranges material and equipment in a manner that makes the items readily available.
3. Briefs the occupant on the use of safety belts, propeller and rotor blade avoidance, and emergency procedures.

C. TASK: ENGINE STARTING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to correct engine starting procedures and the effects of using incorrect starting procedures.
2. Demonstrates awareness of other persons and property during start.
3. Demonstrates proper rotor blade management while performing the correct starting procedure.
4. Prevents gyroplane movement during and after the engine start.
5. Completes the appropriate checklist.

D. TASK: TAXIING

REFERENCE: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to recommended taxi procedures, including rotor blade management and the effect of wind during taxiing.
2. Performs a brake check immediately after the gyroplane begins moving.
3. Controls direction and speed without excessive use of brakes.
4. Complies with airport markings, signals, clearances, and instructions.
5. Avoids other aircraft and hazards.
6. Conducts proper rotor blade management.
7. Properly positions the gyroplane for run-up considering other aircraft, surface conditions, and if applicable, existing wind conditions.

E. TASK: BEFORE TAKEOFF CHECK

REFERENCE: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the before takeoff check, including the reasons for checking the items and how to detect malfunctions.
2. Positions the gyroplane properly considering other aircraft, surface conditions, and if applicable, existing wind conditions.
3. Divides attention inside and outside the cockpit.
4. Accomplishes the before takeoff checklist and ensures that the gyroplane is in safe operating condition.
5. Reviews takeoff performance airspeeds and expected takeoff distance.
6. Describes takeoff emergency procedures, to include low speed/high speed blade flap situations.
7. Ensures no conflict with traffic prior to takeoff.
8. Utilizes proper rotor spin-up procedure.
9. Completes the appropriate checklist.

III. AREA OF OPERATION: AIRPORT OPERATIONS

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

A. TASK: RADIO COMMUNICATIONS AND ATC LIGHT SIGNALS

NOTE: If the aircraft is not radio equipped, this TASK shall be tested orally for procedures ONLY. Exception: single-seat applicants must be radio equipped.

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

Objective. To determine that the applicant:

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

B. TASK: TRAFFIC PATTERNS

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

Objective. To determine that the applicant:

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

C. TASK: AIRPORT RUNWAY MARKINGS AND LIGHTING

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

Objective. To determine that the applicant:

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

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

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

A. TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

NOTE: If a calm wind weather condition exists, the applicant's knowledge of the crosswind elements shall be evaluated through oral testing; otherwise, a crosswind takeoff and climb shall be demonstrated.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal and crosswind takeoff and climb, including factors affecting performance.
2. Considering other traffic and wind conditions, determines where to pre-rotate rotor blades to appropriate RPM.
3. Maintains proper directional control during acceleration on the surface and manages rotor RPM.
4. Attains the proper lift-off attitude and airspeed.
5. Accelerates to appropriate climb airspeed, ±5 knots.
6. Maintains takeoff power to a safe maneuvering altitude, then sets power, as appropriate.
7. Establishes and maintains proper ground track with crosswind correction, if necessary.
8. Remains aware of the possibility of wind shear and/or wake turbulence.

B. TASK: NORMAL AND CROSSWIND APPROACH AND LANDING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

NOTE: If a calm wind weather condition exists, the applicant's knowledge of the crosswind elements shall be evaluated through oral testing; otherwise, a crosswind approach and landing shall be demonstrated.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal and crosswind approach and landing.
2. Considers the wind conditions, landing surface, and obstacles.
3. Selects a suitable touchdown point.
4. Establishes and maintains a stabilized approach at the recommended airspeed with gust correction factor applied, ±5 knots.
5. Establishes and maintains proper ground track with crosswind correction, as necessary.
6. Remains aware of the possibility of wind shear and/or wake turbulence.
7. Makes smooth, timely, and correct control application during the flare and touchdown.
8. Touches down smoothly, at a reduced forward airspeed beyond and within 200 feet of a specified point with no appreciable drift, and with the longitudinal axis aligned with the intended landing path.
9. Maintains crosswind correction and directional control throughout the approach and landing sequence.

C. TASK: SOFT-FIELD TAKEOFF AND CLIMB

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a soft-field takeoff and climb including factors affecting performance.
2. Considering other traffic and wind conditions, determines where to pre-rotate rotor blades to appropriate RPM.
9. Maintains proper directional control during acceleration on the surface and manages rotor RPM.
3. Lifts off and remains in ground effect while accelerating to recommended climb airspeed.
4. Maintains recommended climb airspeed, ±5 knots.
5. Maintains takeoff power to a safe maneuvering altitude, then sets power, as appropriate.
6. Establishes and maintains proper ground track with crosswind correction, if necessary.
7. Remains aware of the possibility of wind shear and/or wake turbulence.

D. TASK: SOFT-FIELD APPROACH AND LANDING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a soft-field approach and landing.
2. Considers the wind conditions, landing surface, and obstacles.
3. Selects a suitable touchdown area.
4. Establishes and maintains a stabilized approach at the recommended airspeed, with gust correction factor applied, ±5 knots.
5. Establishes and maintains proper ground track with crosswind correction, as necessary.
6. Makes smooth, timely, and correct control application during the flare and touchdown.
7. Touches down smoothly, at a minimum forward airspeed with no appreciable drift, and with the longitudinal axis aligned with the intended landing path.
8. Maintains sufficient speed to taxi on soft surface.

E. TASK: SHORT-FIELD TAKEOFF AND CLIMB

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to short-field takeoff and climb, including factors affecting performance.
2. Properly positions controls and clears the area.
3. Considering other traffic and wind conditions, determines where to pre-rotate rotor blades to appropriate RPM.
4. Maintains proper directional control during acceleration on the surface and manages rotor RPM.
5. Climbs at the manufacturer's recommended airspeed, or in its absence, at V_x, +5/-0 knots until the obstacle is cleared, or until the gyroplane is at least 50 feet above the surface.
6. Achieves V_x or manufacturer's recommended climb airspeed prior to loft-off.
7. After clearing the obstacle, accelerates to appropriate airspeed, ±5 knots.
8. Maintains takeoff power to a safe maneuvering altitude, then sets power, as appropriate.
9. Maintains proper ground track with crosswind correction, as necessary.
10. Remains aware of the possibility of wind shear and/or wake turbulence.

F. TASK: SHORT-FIELD APPROACH AND LANDING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to short-field approach and landing.
2. Considers the wind conditions, landing surface, and obstacles.
3. Selects a suitable touchdown point.
4. Establishes and maintains a stabilized approach at the recommended airspeed, with gust correction factor applied, ±5 knots.
5. Establishes and maintains proper ground track with crosswind correction, as necessary.
6. Makes smooth, timely, and correct and power control application during the flare and touchdown.
7. Touches down smoothly, with little or no float beyond and within 100 feet of a specified point with no appreciable drift, and with the longitudinal axis aligned with the intended landing path.
8. Applies brakes, as necessary, to stop in the shortest distance consistent with safety.

G. TASK: GO-AROUND/REJECTED LANDING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a go-around and when it is necessary.
2. Makes a timely decision to discontinue the approach to landing.
3. Applies appropriate power and establishes a climb at the appropriate airspeed, ±5 knots.
4. Maintains takeoff power to a safe maneuvering altitude, then sets climb power.
5. Maintains proper ground track with crosswind correction, as necessary.

V. AREA OF OPERATION: PERFORMANCE MANEUVER

A. TASK: STEEP TURNS

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to steep turns.
2. Selects an altitude that will allow the TASK to be performed no lower than 600 feet AGL.
3. Establishes the manufacturer's recommended airspeed or if one is not stated the examiner may designate a safe airspeed.
4. Rolls into a coordinated 360° turn; maintains a 30° bank, ±5°; and rolls out on the entry heading, ±10°.
5. Performs the task in the opposite direction, as specified by the examiner.
6. Divides attention between gyroplane control and orientation.
7. Maintains the entry altitude, ±100 feet, and airspeed, ±10 knots.

VI. AREA OF OPERATION: GROUND REFERENCE MANEUVERS

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

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

A. TASK: RECTANGULAR COURSE

REFERENCE: FAA-H-8083-21.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a rectangular course.
2. Selects an appropriate ground reference based on wind direction and emergency landing areas.
3. Plans the maneuver so as to not descend below 600 feet above the ground at an appropriate distance from the selected reference course, 45° to the downwind leg.
4. Establishes and maintains a proper ground track with crosswind correction, as necessary, around a rectangular course.
5. Divides attention between gyroplane control and orientation.
6. Maintains the entry altitude throughout the maneuver, ±100 feet and airspeed, ±10 knots.

B. TASK: S-TURNS

REFERENCE: FAA-H-8083-21.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to S-turns.
2. Selects an appropriate reference line based on wind direction and emergency landing areas.
3. Plans the maneuver so as to not descend below 600 feet above the ground perpendicular to the selected reference line, downwind.
4. Applies adequate wind-drift correction to track a constant radius turn on each side of the selected reference line.
5. Reverses the direction of turn directly over the selected reference line.
6. Divides attention between gyroplane control, orientation, and clearing of other aircraft.
7. Maintains the entry altitude throughout the maneuver, ±100 feet and airspeed, ±10 knots.

C. TASK: TURNS AROUND A POINT

REFERENCE: FAA-H-8083-21.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to turns around a point.
2. Selects an appropriate reference point based on wind direction and emergency landing areas.
3. Plans the maneuver so as to not descend below 600 feet above the ground, at an appropriate distance from the reference point.
4. Applies adequate wind-drift correction to track a constant radius turn around the selected reference point.
5. Divides attention between gyroplane control, orientation, and clearing of other aircraft.
6. Exits at the point of entry heading $\pm$ 15°.
7. Maintains the entry altitude throughout the maneuver, $\pm$100 feet and airspeed, $\pm$10 knots.

VII. AREA OF OPERATION: NAVIGATION

A. TASK: PILOTAGE AND DEAD RECKONING

REFERENCE: FAA-H-8083-25.

Objective. To determine that the applicant:

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

B. TASK: DIVERSION

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to diversion.
2. Selects an appropriate alternate airport or landing area and route.
3. Determines there is sufficient fuel to fly to the alternate airport or landing area.
4. Turns to and establishes a course to the selected alternate destination.
5. Maintains the appropriate altitude, ±200 feet and headings, ±15°.

C. TASK: LOST PROCEDURES

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

Objective. To determine that the applicant:

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

VIII. AREA OF OPERATION: FLIGHT AT SLOW AIRSPEEDS

A. TASK: STRAIGHT-AND-LEVEL, TURNS, CLIMBS, AND DESCENTS AT SLOW AIRSPEEDS

REFRERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to flight characteristics and controllability associated with maneuvering during slow airspeed.
2. Selects a safe altitude no lower than 600 feet AGL.
3. Establishes and maintains minimum level flight speed in straight-and-level flight, turns, climbs, and descents, as directed by the examiner.
4. Divides attention between gyroplane control and orientation.
5. Maintains the specified altitude, ± 100 feet; specified heading ± 10°; and specified airspeed ± 5 knots.

B. TASK: HIGH RATES OF DESCENT AND RECOVERY

REFERENCE: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge by explaining the aerodynamic factors and flight situations that may result in high rates of descents, and the procedures used for recovery.
2. Selects an entry altitude that will allow the recoveries to be completed no lower than 600 feet AGL.
3. Establishes a high rate of descent at a minimum airspeed with power below cruise setting.
4. Recognizes high rates of descent and recovers promptly to a best glide airspeed.
5. Recovers by demonstrating proper power management and returns to cruise airspeed.
6. Maintains a specified heading, ± 10°.

IX. AREA OF OPERATION: EMERGENCY OPERATIONS

NOTE: For single-seat applicants, the examiner shall select TASKs A and B.

A. TASK: EMERGENCY APPROACH AND LANDING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to emergency approach and landing with a power failure.
2. Establishes and maintains the appropriate airspeed, ±5 knots.
3. Selects a suitable landing area, considering the possibility of an actual forced landing.
4. Plans and follows a flight pattern to the selected landing area, considering altitude, wind, terrain, obstacles, and other factors.
5. Attempts to determine the reason for the simulated malfunction, if time permits.
6. Completed the prescribed checklist, if applicable.

B. TASK: POWER-OFF APPROACH AND ACCURACY LANDING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to performing a power-off approach and accuracy landing.
2. Selects a reference point in the landing area for touchdown and reduces power to a zero-thrust position.
3. Adjusts glide path to terminate approach and touch down beyond and within 300 feet of the reference point.

C. TASK: SYSTEMS AND EQUIPMENT MALFUNCTIONS

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to causes, indications, and pilot actions for various systems and equipment malfunctions.
2. Analyzes the situation and takes action, appropriate to the gyroplane used for the practical test, in at least three (3) of the following areas, if applicable—

    a. engine/oil and fuel.
    b. electrical.
    c. carburetor or induction icing.
    d. smoke and/or fire.
    e. flight control/trim.
    f. pitot static/vacuum and associated flight instruments.
    g. rotor and/or propeller.
    h. ballistic recovery system malfunction, if applicable.
    i. any other emergency unique to the gyroplane flown.

D. TASK: EMERGENCY EQUIPMENT AND SURVIVAL GEAR

REFERENCE: Gyroplane Flight Manual.

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

1. Mountainous terrain.
2. Large bodies of water.
3. Desert conditions.
4. Extreme temperature changes.

X. AREA OF OPERATION: POSTFLIGHT PROCEDURES

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

A. TASK: AFTER LANDING, PARKING, AND SECURING

REFERENCES: FAA-H-8083-21; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to after landing, taxi, parking, and securing procedures.
2. Maintains directional control after touchdown while decelerating to an appropriate speed.
3. Observes runway hold lines and other surface control markings and lighting.
4. Parks in an appropriate area, considering the safety of nearby persons and property.
5. Proper managing of rotor system and propeller for existing conditions, as applicable.
6. Follows the appropriate procedure for engine shutdown.
7. Completes the appropriate checklist.
8. Conducts an post flight inspection and secures the aircraft.

SECTION 3

SPORT PILOT

GLIDER

SECTION 3—CONTENTS

SPORT PILOT GLIDER

CHECKLISTS:

ADDITIONAL RATING TASK TABLE:

AREAS OF OPERATION

APPLICANT'S PRACTICAL TEST CHECKLIST

APPOINTMENT WITH EXAMINER:

EXAMINER'S NAME_____

LOCATION _____

DATE/TIME _____

ACCEPTABLE AIRCRAFT

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

PERSONAL EQUIPMENT

Current Aeronautical Charts
Computer and Plotter
Flight Plan Form
Flight Logs
Current AIM, AFD, and Appropriate Publications

PERSONAL RECORDS

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

EXAMINER'S PRACTICAL TEST CHECKLIST

APPLICANT'S NAME_____

LOCATION_____

DATE/TIME_____

I. PREFLIGHT PREPERATION

A. Certificates and Documents
B. Airworthiness Requirements
C. Weather Information
D. National Airspace System
E. Operation of Systems
F. Aeromedical Factors
G. Performance and Limitations
H. Principles of Flight

II. PREFLIGHT PROCEDURES

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B. Ground Handling
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C. Maintaining Tow Positions
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GROUND TOW (AUTO OR WINCH)

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SELF-LAUNCH

K. Engine Starting
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M. Before Takeoff Check
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V. PERFORMANCE MANEUVERS

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B. Turns To Headings
C. Steep Turns
D. Minimum Sink Airspeed
E. Speed-To-Fly

VI. SOARING TECHNIQUES

A. Thermal Soaring
B. Ridge and Slope Soaring
C. Wave Soaring

VII. NAVIGATION

A. Flight Preparation and Planning

VIII. SLOW FLIGHT AND STALLS

A. Maneuvering at Minimum Control Airspeed
B. Stall Recognition and Recovery
C. Spin Awareness (Oral Only)

IX. EMERGENCY OPERATIONS

A. Simulated Off-Airport Landing
B. Emergency Equipment and Survival Gear

X. POSTFLIGHT PROCEDURES

A. After-Landing and Securing

ADDITIONAL PRIVILEGES TASK TABLE

Addition of a **Glider (RG)** Privileges
to an existing Sport Pilot Certificate or Higher 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.

	SPORT PILOT Privilege(s) HELD								
AREAS OF OPER-ATION	**ASEL**	**ASES**	**Glider**	**BAL**	**AS**	**WSCL**	**WSCS**	**PPL**	**PPS**
I	F, H, I	F, H, I	D, F, H, I	D, F, H, I	F, H, I	F, H, I	F, H, I	F, H, I	F, H, I
II	A, D	A, D	A, C, D	A, C, D	A, D	A, D	A, D	A, D	A, D
III	None	C	None	C	None	None	C	None	C
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	ALL	ALL	None	ALL	ALL	ALL	ALL
VIII	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
IX	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B
X	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL

NOTE 1: This table is used by the authorized instructor in developing his/her plan of action for a proficiency test. The authorized instructor may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

NOTE 2: Single-seat applicants adding additional privileges shall not use this table. Rather, they must demonstrate competency in those TASKs identified by a NOTE in each AREA OF OPERATION. The single-seat applicant's knowledge of all TASKs applicable to his/her class will be evaluated orally.

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS

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

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

1. Explaining—

    a. certificate privileges, limitations, and currency experience requirements.
    b. medical eligibility.
    c. pilot logbook or flight records.

2. Locating and explaining—

    a. airworthiness and registration certificates.
    b. operating limitations, placards, instrument markings, and flight training supplement.
    c. weight and balance data and/or equipment list, as applicable.

B. TASK: AIRWORTHINESS REQUIREMENTS

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

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

1. Explaining—

    a. required instruments and equipment for sport pilot privileges.
    b. procedures and limitations for determining if an aircraft, with inoperative instruments and equipment, is airworthy or in a condition for safe operation.

2. Explaining—

    a. airworthiness directives/safety directives. (As applicable to the aircraft brought for flight test.)
    b. maintenance/inspection requirements and appropriate record keeping.

C. TASK: WEATHER INFORMATION

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to real time weather information appropriate to the specific category/class aircraft by consulting the weather reports, charts, and forecasts from aeronautical weather reporting sources.
2. Makes a competent "go/no-go" decision based on available weather information.

D. TASK: NATIONAL AIRSPACE SYSTEM

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

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

1. Sport pilot privileges applicable to the following classes of airspace:

   a. Class B.
   b. Class C.
   c. Class D.
   d. Class E.
   e Class G.

2. Special use and other airspace areas.
3. Temporary flight restrictions (TFRs).

E. TASK: OPERATION OF SYSTEMS

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

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

1. Magnetic compass.
2. Yaw string or inclinometer.
3. Airspeed indicator and altimeter.
4. Variometer and total energy compensators.
5. Gyroscopic instruments.
6. Electrical.
7. Landing gear and brakes.
8. Avionics.
9. High-lift and drag devices.

F. TASK: AEROMEDICAL FACTORS

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

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

1. The effects of alcohol, drugs, and over-the-counter medications.
2. The symptoms, causes, effects, and corrective actions of at least three (3) of the following—

    a. hypoxia.
    b. hyperventilation.
    c. middle ear and sinus problems.
    d. spatial disorientation.
    e. motion sickness.
    f. carbon monoxide poisoning.
    g. stress and fatigue.
    h. dehydration.
    i. hypothermia

G. TASK: PERFORMANCE AND LIMITATIONS

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to performance and limitations, including the use of charts, tables, data to determine performance, and the adverse effects exceeding limitations.
2. Exhibits knowledge of the principles of weight and balance by explaining weight and balance terms and the effect of weight and balance on glider performance.
3. Determines if weight and center of gravity will remain within limits during all phases of flight.
4. Explains the management of ballast and its effect on performance.
5. Describes the relationship between airspeeds and load factors.
6. Explains the applicable performance speeds and their uses.

H. TASK: PRINCIPLES OF FLIGHT

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant exhibits knowledge of the elements related to principles of flight by describing:

1. Forces acting on a glider in various flight maneuvers.
2. Glider and airfoil design characteristics.
3. Glider stability and controllability.
4. The three axes of rotation and stability about those axes.
5. Lift/drag relationship.
6. Angle of attack, stalls and stall recovery, including flight situations in which unintentional stalls and spins may occur.

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

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

A. TASK: ASSEMBLY

NOTE: If, in the judgment of the examiner, the demonstration of the glider assembly is impractical, competency may be determined by oral testing.

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to assembly procedures.
2. Selects a suitable assembly area, and provides sufficient crewmembers for assembly.
3. Follows an appropriate checklist.
4. Uses proper tools.
5. Handles components properly.
6. Cleans and lubricates parts, as appropriate.
7. Accounts for all tools and parts at the completion of assembly.
8. Performs post-assembly inspection, including a positive flight control check.

B. TASK: GROUND HANDLING

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to ground handling procedures.
2. Selects the appropriate ground handling procedures and equipment for existing conditions.
3. Determines the number of crewmembers needed.
4. Handles the glider in a manner that will not result in damage during movement.
5. Secures the glider and controls, as necessary, in proper position.

C. TASK: PREFLIGHT INSPECTION

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to preflight inspection, including which items must be inspected, for what reasons, and how to detect possible defects.
2. Inspects the glider using the appropriate checklist.
3. Verifies the glider is in condition for safe flight, notes any discrepancies, and determines if maintenance is required.
4. Inspects the launch equipment, including towline, tow hitches, weak links, and release mechanism.

D. TASK: COCKPIT MANAGEMENT

REFERENCES: 14 CFR part 91; FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to cockpit management procedures.
2. Organizes and arranges material and equipment in a manner making items readily available.
3. Briefs passenger on the use of safety belts, shoulder harnesses, and emergency procedures.

E. TASK: VISUAL SIGNALS

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to aerotow or ground tow visual signals, as appropriate.
2. Uses, interprets, and responds to pre-launch, launch, airborne, and emergency signals, as appropriate.

III. AREA OF OPERATION: AIRPORT AND GLIDERPORT OPERATIONS

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

A. TASK: RADIO COMMUNICATIONS AND ATC LIGHT SIGNALS

NOTE: If the aircraft is not radio equipped, this TASK shall be tested orally for procedures ONLY. Exception: single-seat applicants must be radio equipped.

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

Objective. To determine that the applicant:

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

B. TASK: TRAFFIC PATTERNS

REFERENCES: FAA-H-8083-3, FAA-H-8083-13, FAA-H-8083-25; AC 90-66; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to traffic patterns and shall include procedures at airports with and without operating control towers, prevention of runway incursions, collision avoidance, wake turbulence avoidance, and wind shear.
2. Complies with proper local traffic pattern procedures.
3. Maintains proper spacing from other aircraft.
4. Corrects for wind drift to maintain the proper ground track.
5. Maintains orientation with the runway/landing area in use.
6. Maintains traffic pattern altitude, ±100 feet, and the appropriate airspeed, ±10 knots, if applicable.

C. TASK: AIRPORT RUNWAY MARKINGS AND LIGHTING

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

Objective. To determine that the applicant:

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

IV. AREA OF OPERATION: LAUNCHES AND LANDINGS

NOTE: Examiner shall select at least two takeoff and landings TASKs based on the applicants selection of tow type.

AERO TOW

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

A. TASK: BEFORE TAKEOFF CHECK

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the before takeoff check, including the reasons for checking the items, and how to detect malfunctions.
2. Establishes a course of action with crewmembers, including signals, speeds, wind, and emergency procedures.
3. Ensures that the glider is in safe operating condition.
4. Checks towline hookup and release mechanism, using the appropriate hook for the type of launch conducted.
5. Ensures no conflict with traffic prior to takeoff.
6. Completes the appropriate checklist.

B. TASK: NORMAL AND CROSSWIND TAKEOFF

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

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal and crosswind takeoff, including configurations and tow positions.
2. Uses proper signals for takeoff.
3. Lifts off at an appropriate airspeed.
4. Maintains proper alignment with the towplane throughout the takeoff.
5. Maintains directional control and proper wind-drift correction throughout the takeoff.

C. TASK: MAINTAINING TOW POSITIONS

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to high-tow (slightly above the wake) and low-tow (slightly below the wake) positions during various phases of aerotow.
2. Makes smooth and correct control applications to maintain vertical and lateral positions during high and low tow.
3. Transitions from high- to low-tow position through the wake while maintaining positive control.
4. Maintains proper tow position during turns.

D. TASK: SLACK LINE

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the causes, hazards, and corrections related to slack line.
2. Recognizes slack line and applies immediate, positive, and smooth corrective action to eliminate slack line in various situations.

E. TASK: BOXING THE WAKE

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to boxing the wake (maneuvering around the wake).
2. Maneuvers the glider, while on tow, slightly outside the towplane's wake in a rectangular, box-like pattern.
3. Maintains proper control and coordination.

F. TASK: TOW RELEASE

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to tow release, including related safety factors.
2. Maintains high-tow position with normal towline tension.
3. Clears the area before releasing the towline.
4. Releases the towline and confirms release by observing the towline.
5. Makes level turn.

G. TASK: ABNORMAL OCCURRENCES

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to aerotow abnormal occurrences, for various situations, such as—

    a. towplane power loss during takeoff.
    b. towline break.
    c. towplane power failure at altitude.
    d. glider release failure.
    e. glider and towplane release failure.

2. Demonstrates simulated aerotow abnormal occurrences as required by the examiner.

GROUND TOW (AUTO OR WINCH)

NOTE: For single-seat applicants, the examiner shall select at least TASKs H and I.

H. TASK: BEFORE TAKEOFF CHECK

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the before takeoff check, including the reasons for checking the items, and how to detect malfunctions.
2. Establishes a course of action with crewmembers, including signals, speeds, wind direction, and emergency procedures.
3. Ensures glider is in safe operating condition.
4. Checks towline hookup and release mechanism, using the appropriate hook for the type of launch conducted.
5. Ensures no conflict with traffic prior to takeoff.
6. Completes the prescribed checklist, if applicable.

I. TASK: NORMAL AND CROSSWIND TAKEOFF

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

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal and crosswind takeoff, including related safety factors.
2. Uses proper signals for takeoff.
3. Maintains directional control during launch.
4. Lifts off at the proper airspeed.
5. Establishes proper initial climb pitch attitude.
6. Takes prompt action to correct high speed, low speed, or porpoising.
7. Maintains proper ground track during climb.
8. Releases in proper manner and confirms release.

J. TASK: ABNORMAL OCCURRENCES

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to ground tow abnormal occurrences for various situations, such as—

    a. overrunning the towline.
    b. towline break.
    c. inability to release towline.
    d. over and under speeding.
    e. porpoising.

2. Demonstrates simulated ground tow abnormal occurrences, as required by the examiner.

SELF-LAUNCH

NOTE: For single-seat applicants, the examiner shall select at least TASKs K, L, M, and N.

K. TASK: ENGINE STARTING

REFERENCE: Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to engine starting, including various atmospheric conditions and awareness of other persons and property during start.
2. Accomplishes recommended starting procedures.
3. Completes appropriate the checklist.

L. TASK: TAXIING

REFERENCE: Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to taxiing, including the effect of wind during taxiing and appropriate control positions.
2. Performs a brake check immediately after the glider begins moving.
3. Positions flight controls properly, considering the wind.
4. Controls direction and speed without excessive use of brakes.
5. Avoids other aircraft and hazards.
6. Complies with signals.

M. TASK: BEFORE TAKEOFF CHECK

REFERENCE: Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the before takeoff check, including the reason for checking each item and to detect malfunctions.
2. Positions the glider properly considering other aircraft, wind, and surface conditions.
3. Ensures engine temperatures and pressures are suitable for run-up and takeoff.
4. Accomplishes before takeoff checks and ensures the glider is in safe operating condition.
5. Reviews airspeeds, takeoff distance, and emergency procedures.
6. Completes the appropriate checklist.

N. TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB

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

REFERENCE: Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal and crosswind takeoff and climb.
2. Positions flight controls for existing wind conditions.
3. Clears the area, taxis into takeoff position, and aligns the glider for departure.
4. Advances throttle smoothly to takeoff power.
5. Lifts off at recommended airspeed, and accelerates to appropriate climb speed, +10/-5 knots.
6. Maintains takeoff power to a safe maneuvering altitude, then sets climb power as recommended.

O. TASK: ENGINE SHUTDOWN IN FLIGHT

REFERENCE: Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to engine shutdown procedures in flight.
2. Sets power for proper engine cooling.
3. Establishes appropriate airspeed.
4. Sets electrical equipment.
5. Shuts down engine.
6. Feathers or positions propeller and stows, as applicable.
7. Selects proper static source, if applicable.
8. Completes appropriate checklists.

P. TASK: ABNORMAL OCCURRENCES

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to self-launch abnormal occurrences for various situations, such as—

    a. partial, complete power failure, and failure to gain restart.
    b. fire or smoke.
    c. electrical system malfunction.
    d. low fuel pressure.
    e. low oil pressure.
    f. engine overheat.
    g. canopy opening in flight.
    h. engine restart in flight.

2. Demonstrates simulated self-launch abnormal occurrences, as required by the examiner.

LANDINGS

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

Q. TASK: NORMAL AND CROSSWIND LANDING

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

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal and crosswind approach and landing procedures.
2. Adjusts flaps, spoilers, or dive brakes, as appropriate.
3. Maintains recommended approach airspeed, +10/-5 knots.
4. Maintains crosswind correction and directional control throughout the approach and landing.
5. Makes smooth, timely, and positive control application during the roundout and touchdown.
6. Touches down smoothly within the designated landing area, with no appreciable drift, and with the longitudinal axis aligned with the desired landing path, stopping short of and within 200 feet of a designated point.
7. Maintains control during the after-landing roll.

R. TASK: SLIPS TO LANDING

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to forward, side, and turning slips to landing, with and without the use of drag devices.
2. Recognizes the situation where a slip should be used to land in a desired area.
3. Establishes a slip without the use of drag devices.
4. Maintains the desired ground track.
5. Maintains proper approach attitude.
6. Makes smooth, proper, and positive control applications during recovery from the slip.
7. Touches down smoothly within the designated landing area.

S. TASK: DOWNWIND LANDING

NOTE: This TASK may be evaluated orally at the discretion of the examiner.

REFERENCES: FAA-H-8083-13, Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to downwind landings, including safety related factors.
2. Adjusts flaps, spoilers, or dive brakes, as appropriate.
3. Maintains selected approach airspeed, ±5 knots.
4. Uses proper downwind landing procedures.
5. Maintains proper directional control during touchdown and rollout.
6. Applies brake smoothly to bring glider to a stop.

V. AREA OF OPERATION: PERFORMANCE MANEUVERS

A. TASK: STRAIGHT GLIDES

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to straight glides, including the relationship of pitch attitude and airspeed.
2. Tracks toward a prominent landmark at a specified airspeed.
3. Demonstrates the effect of flaps, spoilers, or dive brakes, if equipped, in relation to pitch attitude and airspeed.
4. Exhibits smooth, coordinated control, and planning.
5. Maintains the specified heading, ±10°, and the specified airspeed, ±10 knots.

B. TASK: TURNS TO HEADINGS

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to turns to headings, including the relationship of pitch attitude, bank angle, and airspeed.
2. Enters and maintains an appropriate rate of turn with smooth, proper, and coordinated control applications.
3. Maintains the desired airspeed, ±10 knots, and rolls out on the specified heading, ±10°.

C. TASK: STEEP TURNS

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to steep turns, including load factor, effect on stall speed, and overbanking tendency.
2. Establishes the recommended entry airspeed.
3. Enters a turn maintaining a bank angle of 45°/±5°, with smooth and coordinated control applications.
4. Maintains desired airspeed, ±10 knots.
5. Recovers with smooth and coordinated control application within 10° of the desired heading.

D. TASK: MINIMUM SINK AIRSPEED

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to aerodynamic factors and use of minimum sink airspeed.
2. Determines the minimum sink airspeed for a given situation and maintains the selected speed, ±5 knots.

E. TASK: SPEED-TO-FLY

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to speed-to-fly and its uses.
2. Determines the speed-to-fly for a given situation and maintains the speed, ±5 knots.

VI. AREA OF OPERATION: SOARING TECHNIQUES

NOTE: Due to varying geographical locations and atmospheric conditions, the applicant may be asked to demonstrate at least one of the following soaring TASKs most appropriate for the particular location and existing conditions. If conditions do not permit a demonstration of soaring skills, applicants will be expected to demonstrate knowledge of the various types of soaring through oral testing.

A. TASK: THERMAL SOARING

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to thermal soaring.
2. Recognizes the indications of, and the presence of, a thermal.
3. Analyzes the thermal structure and determines the direction to turn to remain within the thermal.
4. Exhibits coordinated control and planning when entering and maneuvering to remain within the thermal.
5. Applies correct techniques to re-enter the thermal, if lift is lost.
6. Remains oriented to ground references, wind, and other aircraft.
7. Demonstrates the use of proper airspeeds in and between thermals.

B. TASK: RIDGE AND SLOPE SOARING

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to ridge and slope soaring.
2. Recognizes terrain features and wind conditions, which create orographic lift.
3. Enters the area of lift properly.
4. Estimates height and maintains a safe distance from the terrain.
5. Exhibits smooth, coordinated control, and planning to remain within the area of lift.
6. Uses correct technique to re-enter the area of lift, if lift is lost.
7. Remains oriented to ground references, wind, and other aircraft.
8. Uses proper procedures and techniques when crossing ridges.
9. Maintains proper airspeeds.

C. TASK: WAVE SOARING

REFERENCE: FAA-H-8083-13.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to wave soaring.
2. Locates and enters the area of lift.
3. Exhibits smooth, coordinated control and planning to remain within the area of lift.
4. Uses correct technique to re-enter the area of lift, if lift is lost.
5. Remains oriented to ground references, wind, and other aircraft.
6. Recognizes and avoids areas of possible extreme turbulence.
7. Maintains proper airspeeds.
8. Coordinates with ATC, as appropriate.

VII. AREA OF OPERATION: NAVIGATION

NOTE: The applicant's knowledge of this AREA OF OPERATION will be evaluated through oral testing.

A. TASK: FLIGHT PREPARATION AND PLANNING

REFERENCES: FAA-H-8083-13; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to flight preparations and planning.
2. Selects and uses current and appropriate aeronautical charts.
3. Plots a course and selects prominent en route checkpoints.
4. Constructs a flight profile to determine minimum flight altitude at go-ahead points.
5. Explains method of using lift sources and speeds effectively within and between lift sources.
6. Selects available landing area.
7. Describes coordination procedures with air traffic control, as appropriate.

VIII. AREA OF OPERATION: SLOW FLIGHT AND STALLS

A. TASK: MANEUVERING AT MINIMUM CONTROL AIRSPEED

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to maneuvering at minimum control airspeed, including flight characteristics and controllability.
2. Establishes and maintains the airspeed at which any further increase in angle of attack or change in configurations would result in a stall in straight or turning flight in various configurations and bank angles.
3. Adjusts the airspeed to avoid stalls in turbulent air or as bank is increased.
4. Applies control inputs in a smooth and coordinated manner.
5. Uses proper procedures to avoid stalls when raising a lowered wing.
6. Maintains heading, ±10°, during straight flight, and the desired bank angle, ±10°, during turns.

B. TASK: STALL RECOGNITION AND RECOVERY

REFERENCES: AC 61-67; FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to stall recognition and recovery, including the aerodynamic factors and flight situations that may result in stalls, and the hazards of stalling during uncoordinated flight.
2. Selects an entry altitude that will allow the maneuver to be completed no lower than 1,500 feet AGL.
3. Establishes and maintains a pitch attitude that will result in a stall during both straight and turning flight with and without flaps, spoilers, or dive brakes, as appropriate.
4. Maintains a specified bank angle of up to 15° of bank, ±10°, during turns.
5. Recovers at the stall.
6. Uses smooth and coordinated control applications throughout the maneuver.

C. TASK: SPIN AWARENESS (Oral Only)

REFERENCES: AC 61-67; FAA-H-8083-13; Glider Flight Manual.

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

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

IX. AREA OF OPERATION: EMERGENCY OPERATIONS

A. TASK: SIMULATED OFF-AIRPORT LANDING

NOTE: This TASK shall be evaluated orally.

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant exhibits knowledge of the elements related to a simulated off-airport landing, including selection of a suitable landing area and the procedures used to accomplish an off-airport landing.

B. TASK: EMERGENCY EQUIPMENT AND SURVIVAL GEAR

NOTE: This TASK shall be evaluated orally.

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

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

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

X. AREA OF OPERATION: POSTFLIGHT PROCEDURES

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

A. TASK: AFTER-LANDING AND SECURING

REFERENCES: FAA-H-8083-13; Glider Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to after-landing and securing procedures, including local and ATC operations, ramp safety, parking hand signals, shutdown (if appropriate), securing, and postflight inspection.
2. Selects a suitable parking area while considering wind and safety of nearby persons and property.
3. Taxis to parking area and performs engine shutdown, if applicable.
4. Services the glider, if applicable.
5. Secures the glider properly.
6. Performs a satisfactory postflight inspection.
7. Completes the appropriate checklist.

SECTION 4

SPORT PILOT

FLIGHT INSTRUCTOR

SECTION 4—CONTENTS

FLIGHT INSTRUCTOR

CHECKLISTS:

FLIGHT INSTRUCTOR CERTIFICATE WITH SPORT PILOT PRIVILEGES

AREAS OF OPERATION

APPLICANT'S PRACTICAL TEST CHECKLIST

APPOINTMENT WITH EXAMINER:

EXAMINER'S NAME_____

LOCATION _____

DATE/TIME _____

ACCEPTABLE AIRCRAFT

Aircraft Documents: Airworthiness Certificate
Registration Certificate
Aircraft Maintenance Records: Airworthiness Inspections
Pilot's Operating Handbook or FAA-Approved Flight Manual or Manufacturer's Operating Instructions

PERSONAL EQUIPMENT

Current Aeronautical Charts
Computer and Plotter
Flight Plan Form
Flight Logs
Current AIM
Current Airport Facility Directory

PERSONAL RECORDS

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

EXAMINER'S PRACTICAL TEST CHECKLIST

APPLICANT'S NAME_____

LOCATION_____

DATE/TIME_____

I. FUNDAMENTAL OF INSTRUCTING

Note: The examiner shall select TASK F and one other TASK.

A. The Learning Process
B. Human Behavior and Effective Communication
C. The Teaching Process
D. Teaching Methods
E. Critique and Evaluation
F. Flight Instructor Characteristics and Responsibilities
G. Planning Instructional Activity

II. TECHNICAL SUBJECT AREAS

Note: The examiner shall select TASK D and at least one other TASK.

A. Aeromedical Factors
B. Visual Scanning and Collision Avoidance
C. Federal Aviation Regulations and Publications
D. Logbook Entries and Certificate Endorsements

III. PREFLIGHT LESSON ON A MANEUVER TO BE PERFORMED IN FLIGHT

Note: Examiner shall select at least one maneuver TASK and ask the applicant to present a preflight lesson on the selected maneuver as the lesson would be taught to a student.

A. Maneuver Lesson

FLIGHT INSTRUCTOR CERTIFICATE WITH SPORT PILOT PRIVILEGES

Flight Instructor Practical Test Section Description

This section provides guidance and procedures for obtaining a Flight Instructor Certificate with a sport pilot rating and for adding privileges to an existing Flight Instructor Certificate at the sport pilot level. Information provided in the Introduction of this practical test standard also applies to this section.

The examiner or authorized instructor determines that the applicant meets the TASK Objective through the demonstration of competency in all elements of knowledge and/or skill unless otherwise noted. The Objectives of TASKs in certain AREAS OF OPERATION, such as Fundamentals of Instructing and Technical Subjects, include only knowledge elements. Objectives of TASKs in AREAS OF OPERATION that include elements of skill, as well as knowledge, also include common errors, which the applicant shall be able to describe, recognize, analyze, and correct.

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

At the flight instructor level, the Objective of a TASK that involves pilot skill consists of four parts. The four parts include determination that the applicant exhibits:

1. instructional knowledge of the elements of a TASK. This is accomplished through descriptions, explanations, and simulated instruction;
2. instructional knowledge of common errors related to a TASK, including their recognition, analysis, and correction;
3. the ability to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances; and
4. the ability to analyze and correct common errors related to a TASK.

Use of the Flight Instructor Section

The FAA requires that all flight instructor practical tests and proficiency checks be conducted in accordance with the policies set forth in this practical test standard. The flight instructor applicant must be prepared to demonstrate the ability to instruct effectively in **ALL** TASKs included in the AREAS OF OPERATION appropriate to the category/class unless otherwise noted.

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

All of the procedures and maneuvers to be tested are included in the sport pilot practical test standards. The flight instructor section contains the AREAS OF OPERATION that are generic to all flight instructor evaluations and the Matrixes specific for category/class. The flight instructor practical test requires the examiner to select one or more TASKs in each AREA OF OPERATION. The flight instructor proficiency check requires the authorized instructor to select one or more TASKs in each AREA OF OPERATION. This allows for the practical test for initial certification and additional privileges to be completed within a reasonable time frame. In certain AREAS OF OPERATION, there are required TASKs, which the examiner or authorized instructor must select. These required TASKs are noted in the Matrix at the end of this section for the appropriate category/class.

The term "instructional knowledge" means the instructor applicant is capable of using the appropriate reference to provide the "application or correlative level of knowledge" of a subject matter topic, procedure, or maneuver. It also means that the flight instructor applicant's discussions, explanations, and descriptions should follow the recommended teaching procedures and techniques explained in FAA-H-8083-9, Aviation Instructor's Handbook.

In preparation for the practical test or proficiency check, the examiner or authorized instructor shall develop a written "plan of action." The "plan of action" for an initial certification test shall include the required TASKs and one or more TASKs in the *Fundamentals of Instruction*, *Technical Subject Area,* and the *Preflight Lesson on a Maneuver to be Preformed in Flight* AREAS OF OPERATION. Additionally, the examiner or authorized instructor shall test the required TASK(s) listed in the Matrixes appropriate to the category/class privileges sought by the applicant. Notes provide information regarding any additional TASKs that need to be tested in each AREA OF OPERATION. The "plan of action" shall always include the required TASKs noted in each AREA OF OPERATION. **Any TASK selected shall be evaluated in its entirety.**

If the applicant is unable to perform a TASK listed in the "plan of action" due to circumstances beyond his/her control, the examiner or authorized instructor may substitute another TASK from the applicable AREA OF OPERATION.

The "plan of action" used by an authorized instructor for a proficiency check administered for the addition of an aircraft category and/or class privilege to a Flight Instructor Certificate shall include TASKs required in the AREAS OF OPERATION as indicated in the matrix at the end of this section. In some instances, NOTES identify additional required TASKs.

With the exception of the required TASKs, the examiner or authorized instructor shall not tell the applicant in advance which TASKs will be included in the "plan of action." The applicant shall be prepared in **ALL** knowledge and skill areas included in the standards. Throughout the flight portion of the practical test or proficiency check, the examiner or authorized instructor shall evaluate the applicant's ability to simultaneously demonstrate and explain procedures and maneuvers, and to give flight instruction to students at various stages of flight training and levels of experience.

The examiner or authorized instructor is expected to use good judgment in the performance of simulated emergency procedures. The examiner or authorized instructor shall not simulate any condition that may jeopardize safe flight or result in possible damage to the aircraft. The use of the safest means for simulation is expected. Consideration must be given to local conditions, both meteorological and topographical, at the time of the test, as well as the applicant's workload, and the condition of the aircraft used. If the procedure being evaluated would jeopardize safety, it is expected that the applicant will simulate that portion of the maneuver.

Special Emphasis Areas

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

1. positive aircraft control;
2. procedures for positive exchange of flight controls (who is flying the aircraft);
3. stall and spin awareness (if appropriate);
4. collision avoidance;
5. wake turbulence and low level windshear avoidance;
6. runway incursion avoidance;
7. controlled flight into terrain (CFIT);
8. aeronautical decision making /risk management;
9. checklist usage;
10. spatial disorientation;
11. temporary flight restrictions (TFR);
12. special use airspace (SUA);
13. aviation security; and
14. other areas deemed appropriate to any phase of the practical test or proficiency check.

The examiner or authorized instructor shall place special emphasis on the applicant's demonstrated ability to teach precise aircraft control and sound judgment in aeronautical decision making/risk management. Evaluation of the applicant's ability to teach judgment shall be accomplished by asking the applicant to describe the presentation of practical problems that would be used in instructing students in the exercise of sound judgment. The examiner or authorized instructor shall also emphasize the evaluation of the applicant's demonstrated ability to teach the special emphasis areas.

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. In all instances, the applicant's actions will be evaluated in accordance to the standards of the TASKs and the ability to use good judgment reference the special emphasis areas listed above.

Sport Pilot Flight Instructor Prerequisites—Initial

An applicant for a flight instructor—initial certification practical test is to:

1. be at least 18 years of age;
2. be able to read, speak, write, and understand the English language. If there is a doubt, use AC 60-28, English Language Skill Standards required by 14 CFR part 61;
3. hold at least a current and valid Sport Pilot Certificate or higher with an aircraft category and class, privilege or rating appropriate to the flight instructor rating sought;
4. have passed the fundamentals of instructing knowledge test since the beginning of the 24th month before the month in which he/she takes the practical test or meet the requirements of 14 CFR part 61;
5. have passed the appropriate sport pilot flight instructor knowledge test(s) appropriate to the category/class the applicant is since the beginning of the 24th month before the month in which he/she takes the practical test; and
6. have an endorsement from an authorized instructor certifying that the applicant has been given flight training in the AREAS OF OPERATION specified in 14 CFR part 61 and a written statement from an authorized flight instructor within the preceding 60 days, in accordance with 14 CFR part 61, that instruction was given in preparation for the practical test. The endorsement shall also state that the instructor finds the applicant prepared for the required practical test, and that the applicant has demonstrated satisfactory knowledge of the subject area(s) in which the applicant was deficient on the airman knowledge test.

Sport Pilot Flight Instructor Prerequisites—Additional Privileges

A certificated flight instructor seeking privileges to provide flight training in an additional category/class of light-sport aircraft is required by 14 CFR part 61 to:

1. hold a valid pilot certificate with ratings appropriate to the flight instructor category and class, privileges or rating sought;
2. receive a logbook endorsement from an authorized instructor in the AREAS OF OPERATION specified in 14 CFR part 61 for the additional category/class privilege sought;
3. successfully pass a proficiency check from an authorized instructor other than the instructor who conducted the training in the AREAS OF OPERATION specified in 14 CFR part 61 for the additional category/class privilege sought; and
4. receive a logbook endorsement certifying proficiency in the required AREAS OF OPERATION and authorized for the additional category/class privilege.

Sport Pilot Flight Instructor Prerequisites—Additional Privileges-Registered Ultra-light Instructor

If you are a registered ultra-light instructor with an FAA-recognized ultra-light organization on or before September 1, 2004, and you want to apply for a flight instructor certificate with a sport pilot rating, not later than January 31, 2008 –

1. You must hold either a current and valid Sport Pilot Certificate, a current Recreational Pilot Certificate and meet the requirements of 14 CFR part 61, section 61.101(c), or at least a current and valid Private Pilot Certificate issued under this part.
2. You must meet the eligibility requirements in 14 CFR part 61, sections 61.403 and 61.23. You do not have to meet the aeronautical knowledge requirements specified in section 61.407, the flight proficiency requirements specified in section 61.409 and the aeronautical experience requirements specified in section 61.411, except you must meet the minimum total flight time requirements in the category and class of light-sport aircraft specified in section 61.411.
3. You do not have to meet the aeronautical knowledge requirement specified in 14 CFR part 61, section 61.407(a) if you have passed an FAA-recognized ultra-light organization's fundamentals of instruction knowledge test.

4. You must submit a certified copy of your ultra light pilot records from the FAA-recognized ultra-light organization. Those records must—

    a. Document that you are a registered ultra-light flight instructor with that FAA-recognized ultra-light organization; and
    b. Indicate that you are recognized to operate and provide training in the category and class of aircraft for which you seek privileges.

5. You must pass the knowledge test and practical test for a flight instructor certificate with a sport pilot rating applicable to the aircraft category and class for which you seek flight instructor privileges.

Flight Instructor Responsibility

An appropriately rated flight instructor is responsible for training the flight instructor applicant to acceptable standards in **ALL** subject matter areas, procedures, and maneuvers included in the TASKs within each AREA OF OPERATION in the appropriate category/class in this practical test standard. In addition, the rated flight instructor is required to prepare the flight instructor applicant in all TASKs in the AREAS OF OPERATION listed in section 4.

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

1. able to make a practical application of the fundamentals of instructing;
2. competent to teach the subject matter, procedures, and maneuvers included in the standards to students with varying backgrounds and levels of experience and ability;
3. able to perform the procedures and maneuvers included in the standards at a more precise level than that required at the sport pilot level; and
4. competent to pass the required practical test for the issuance of the Flight Instructor Certificate—Sport Pilot with the associated category/class privilege or the addition of a category/class privileges at the Flight Instructor Certificate.

Throughout the flight instructor applicant's training, the flight instructor is responsible for emphasizing the performance of, and the ability to teach, effective visual scanning, runway incursion avoidance, and collision avoidance procedures. The flight instructor applicant should develop and use scenario based teaching methods particularly on special emphasis areas. These areas are covered in AC 90-48, Pilot's Role in Collision Avoidance; FAA-H-8083-3, Airplane Flying Handbook; FAA-H-8083-13, Glider Flying Handbook; FAA-H-8083-21, Rotorcraft Flying Handbook; FAA-H-8083-23, Seaplane, Skiplane and Float/Ski Equipped Helicopter Handbook; FAA-H-8083-25, Pilot's Handbook of Aeronautical Knowledge; and the current Aeronautical Information Manual.

Examiner Responsibility

The examiner conducting the practical test or the authorized instructor conducting the proficiency check is responsible for determining that the applicant meets acceptable standards of teaching ability, knowledge, and skill in the selected TASKs. The examiner or authorized instructor makes this determination by accomplishing an Objective that is appropriate to each selected TASK, and includes an evaluation of the applicant's:

1. ability to apply the fundamentals of instructing;
2. knowledge of, and ability to teach, the subject matter, procedures, and maneuvers covered in the TASKs;
3. ability to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances; and
4. ability to describe, recognize, analyze, and correct common errors related to the skill procedures and maneuvers covered in the TASKs.

It is intended that oral questioning be used at any time during the ground or flight portion of the practical test or proficiency check to determine that the applicant can instruct effectively and has a comprehensive knowledge of the TASKs and their related safety factors.

During the flight portion of the practical test or proficiency check, the examiner or authorized instructor shall act as a student during selected maneuvers. This will give the examiner or authorized instructor an opportunity to evaluate the flight instructor applicant’s ability to analyze and correct simulated common errors related to these maneuvers. The examiner or authorized instructor will place special emphasis on the applicant’s use of visual scanning and collision avoidance procedures, and the applicant’s ability to teach those procedures.

Examiners or authorized instructors should, to the greatest extent possible, test the applicant’s application and correlation skills. When possible, scenario based questions should be used during the practical test or proficiency check.

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

Initial Flight Instructor Certification Check—Satisfactory Performance

An applicant who seeks initial flight instructor certification will be evaluated in all AREAS OF OPERATION of the standards appropriate to the category/class rating(s) sought. The examiner shall refer to the INITIAL CATEGORY/CLASS MATRIX located in this section to determine which and how many TASKs shall be tested from each AREA OF OPERATION.

The practical test is passed if, in the judgment of the examiner, the applicant demonstrates satisfactory performance with regard to:

1. knowledge of the fundamentals of instructing;
2. knowledge of the technical subject areas;
3. knowledge of the flight instructor's responsibilities concerning the pilot certification process;
4. knowledge of the flight instructor's responsibilities concerning logbook entries and pilot certificate endorsements;
5. ability to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances while giving effective instruction;
6. competence in teaching the procedures and maneuvers selected by the examiner;
7. competence in describing, recognizing, analyzing, and correcting common errors simulated by the examiner; and
8. knowledge of the development and effective use of a course of training, a syllabus, and a lesson plan.

Initial Flight Instructor Certification Check—Unsatisfactory Performance

If, in the judgment of the examiner, the applicant does not meet the standards of performance of any TASK performed, the applicable AREA OF OPERATION is considered unsatisfactory and therefore, the practical test is failed. The examiner or applicant may discontinue the test at any time when the failure of an AREA OF OPERATION makes the applicant ineligible for the certificate or rating sought. **The test will be continued only with the consent of the applicant**.

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

Specific reasons for disqualification is:

1. failure to perform a procedure or maneuver at a more precise level than that indicated in the sport pilot tolerances while giving effective flight instruction;
2. failure to provide an effective instructional explanation while demonstrating a procedure or maneuver (explanation during the demonstration must be clear, concise, technically accurate, and complete with no prompting from the examiner);
3. any action or lack of action by the applicant which requires corrective intervention by the examiner to maintain safe flight; or
4. failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.

When a Disapproval Notice is issued, the examiner shall record the applicant's unsatisfactory performance in terms of AREA(s) OF OPERATION and specific TASK(s) not meeting the standard appropriate to the practical test conducted. If the applicant fails the practical test because of a special emphasis area, the Notice of Disapproval shall indicate the associated TASK. An example would be: AREA OF OPERATION VI, Traffic Patterns, failure to teach proper collision avoidance procedures.

Proficiency Check—Satisfactory Performance when Adding an Additional Category/Class Privilege

The authorized instructor shall refer to the proficiency check category/class matrix located in this section to determine which and how many TASKs shall be tested from each AREA OF OPERATION. The proficiency check is passed if, in the judgment of the authorized instructor, the applicant demonstrates satisfactory performance with regard to:

1. knowledge of the fundamentals of instructing;
2. knowledge of the technical subject areas;
3. knowledge of the flight instructor's responsibilities concerning the pilot certification process;
4. knowledge of the flight instructor's responsibilities concerning logbook entries and pilot certificate endorsements;
5. be able to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances while giving effective instruction;
6. competence in teaching the procedures and maneuvers selected by the examiner;

7. competence in describing, recognizing, analyzing, and correcting common errors simulated by the examiner; and
8. knowledge of the development and effective use of a course of training, a syllabus, and a lesson plan.

An applicant who holds a Flight Instructor Certificate and seeks an additional aircraft category/class privileges will be evaluated in at least the AREAS OF OPERATION and TASKs identified in the appropriate category/class matrix. The Fundamentals of Instructing, Technical Subject Areas, and the Preflight Lesson on a Maneuver to be Performed in Flight AREAS OF OPERATION are not required to be tested, if the applicant already holds a valid flight instructor certificate.

When an applicant is adding a category/class privileges to their Flight Instructor Certificate, the evaluating authorized instructor shall, upon successful completion of the proficiency check, endorse the applicant's logbook indicating that the applicant is qualified to instruct in an additional sport pilot category/class of aircraft. The authorized instructor shall forward FAA Form 8710-11 to Airman Registry within 10 days.

Proficiency Check—Unsatisfactory Performance when Adding an Additional Category/Class Privilege

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

Specific reasons for disqualification is:

1. failure to perform a procedure or maneuver at a more precise level than that indicated in the sport pilot tolerances while giving effective flight instruction;
2. failure to provide an effective instructional explanation while demonstrating a procedure or maneuver (explanation during the demonstration must be clear, concise, technically accurate, and complete with no prompting from the authorized instructor);
3. any action or lack of action by the applicant which requires corrective intervention by the examiner to maintain safe flight; or
4. failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.

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

Renewal or Reinstatement of a Flight Instructor Certificate

14 CFR part 61, sections 61.197(a)(1) and 61.199(a) allow 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 at least one TASK in each AREA OF OPERATION prescribed in the appropriate category/class matrix in this section. The Renewal or Reinstatement of one rating on a Flight Instructor Certificate renews or reinstates all privileges existing on the certificate.

I. AREA OF OPERATION: FUNDAMENTALS OF INSTRUCTING

NOTE: The examiner shall select TASK F and one other TASK.

A. TASK: THE LEARNING PROCESS

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of the learning process by describing:

1. Learning theory.
2. Characteristics of learning.
3. Principles of learning.
4. Levels of learning.
5. Learning physical skills.
6. Memory.
7. Transfer of learning.

B. TASK: HUMAN BEHAVIOR AND EFFECTIVE COMMUNICATION

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of the teaching process by describing:

1. Human behavior—

    a. control of human behavior.
    b. human needs.
    c. defense mechanisms.
    d. the flight instructor as a practical psychologist.

2. Effective communication—

    a. basic elements of communication.
    b. barriers of effective communication.
    c. developing communication skills.

C. TASK: THE TEACHING PROCESS

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of the teaching process by describing:

1. Preparation of a lesson for a ground or flight instructional period.
2. Presentation methods.
3. Application, by the student, of the material or procedure presented.
4. Review and evaluation of student performance.

D. TASK: TEACHING METHODS

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of teaching methods by describing:

1. Material organization.
2. The lecture method.
3. The cooperative or group learning method.
4. The guided discussion method.
5. The demonstration-performance method.
6. Computer-based training method.

E. TASK: CRITIQUE AND EVALUATION

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of critique and evaluation by explaining:

1. Critique—

    a. purpose and characteristics of an effective critique.
    b. methods and ground rules for a critique.

2. Evaluation—

    a. characteristics of effective oral questions and what types to avoid.
    b. responses to student questions.
    c. characteristics and development of effective written questions.
    d. characteristics and uses of performance test, specifically, the FAA practical test standards.

F. TASK: FLIGHT INSTRUCTOR CHARACTERISTICS AND RESPONSIBILITIES

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of flight instructor characteristics and responsibilities by describing:

1. Aviation instructor responsibilities in—

   a. providing adequate instruction.
   b. establishing standards of performance.
   c. emphasizing the positive.
   d. develop plans of action for use during proficiency checks.
   e. completion of pilot certification documentation.

2. Flight instructor responsibilities in—

   a. providing student pilot evaluation and supervision.
   b. preparing practical test recommendations and endorsements.
   c. determining requirements for conducting additional training and endorsement requirements.
   d. conducting proficiency checks for additional category/class privileges.

3. Professionalism as an instructor by—

   a. explaining important personal characteristics.
   b. describing methods to minimize student frustration.

G. TASK: PLANNING INSTRUCTIONAL ACTIVITY

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of planning instructional activity by describing:

1. Developing objectives and standards for a course of training.
2. Theory of building blocks of learning.
3. Requirements for developing a training syllabus.
4. Purpose and characteristics of a lesson plan.

II. AREA OF OPERATION: TECHNICAL SUBJECT AREAS

NOTE: The examiner shall select TASK D and at least one other TASK.

A. TASK: AEROMEDICAL FACTORS

REFERENCES: FAA-H-8083-3, FAA-S-8081-12, FAA-S-8081-14; AIM.

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

1. How to obtain an appropriate medical certificate.
2. How to obtain a medical certificate in the event of a possible medical deficiency.
3. The causes, symptoms, effects, and corrective action of the following medical factors—

    a. hypoxia.
    b. hyperventilation.
    c. middle ear and sinus problems.
    d. spatial disorientation.
    e. motion sickness.
    f. carbon monoxide poisoning.
    g. fatigue and stress.
    h. dehydration.
    i. hypothermia.

4. The effects of alcohol and drugs, and their relationship to flight safety.
5. The effect of nitrogen excesses incurred during scuba dives and how this affects pilots and passengers during flight.

B. TASK: VISUAL SCANNING AND COLLISION AVOIDANCE

REFERENCES: FAA-H-8083-3, FAA-H-8083-25; AC 90-48; AIM.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of visual scanning and collision avoidance by describing:

1. Relationship between a pilot's physical condition and vision.
2. Environmental conditions that degrade vision.
3. Vestibular and visual illusions.
4. "See and avoid" concept.
5. Proper visual scanning procedures.
6. Relationship between poor visual scanning habits and increased collision risk.
7. Proper clearing procedures.
8. Importance of knowing aircraft blind spots.
9. Relationship between aircraft speed differential and collision risk.
10. Situations that involve the greatest collision risk.

C. TASK: FEDERAL AVIATION REGULATIONS AND PUBLICATIONS

REFERENCES: 14 CFR parts 1, 61, 91; NTSB part 830; AC 00-2; FAA-H-8083-25; POH/AFM; AIM.

Objective. To determine that the applicant exhibits instructional knowledge of the elements related to the Code of Federal Regulations and publications:

1. Availability and method of revision of 14 CFR parts 1, 61, 91, and NTSB part 830 by describing—

    a. purpose.
    b. general content.

2. Availability of flight information publications, advisory circulars, practical test standards, pilot operating handbooks, and FAA-approved airplane flight manuals by describing—

    a. availability.
    b. purpose.
    c. general content.

D. TASK: LOGBOOK ENTRIES AND CERTIFICATE ENDORSEMENTS

REFERENCES: 14 CFR part 61; AC 61-65.

Objective. To determine that the applicant exhibits instructional knowledge of the elements related to logbook entries and certificate endorsements by describing:

1. Required logbook entries for instruction given.
2. Required student pilot certificate endorsements, including appropriate logbook entries.
3. Preparation of a recommendation for a pilot practical test/proficiency check, including appropriate logbook entry for—

    a. initial pilot certification.
    b. additional pilot certification.
    c. additional aircraft category/class privileges.
    d. make and model privileges.
    e. single-seat aircraft.

4. Required endorsement of a pilot logbook for the satisfactory completion of the required FAA flight review/proficiency check.
5. Required flight instructor records.

III. AREA OF OPERATION: PREFLIGHT LESSON ON A MANEUVER TO BE PERFORMED IN FLIGHT

NOTE: Examiner shall select at least one maneuver TASK, and ask the applicant to present a preflight lesson on the selected maneuver as the lesson would be taught to a student.

A. TASK: MANEUVER LESSON

REFERENCE: FAA-H-8082-3, FAA-H-8083-9, FAA-H-8083-25; FAA-S-8081-12, FAA-S-8081-14; POH/AFM.

Objective. To determine that the applicant exhibits instructional knowledge of the selected maneuver by:

1. Stating the purpose.
2. Giving an accurate, comprehensive oral description including the elements and common errors.
3. Using instructional aids, as appropriate.
4. Describing the recognition, analysis, and correction of common errors.

CATEGORY/CLASS PRIVILEGES TASK MATRIX FOR INITIAL AIRPLANE

AREA OF OPERATION	TESTING REQUIREMENTS SELECT AT LEAST
▪ **Preflight Preparation**	Two TASKs
▪ **Preflight Procedures**	TASK A and One Other TASK
▪ **Airport, Seaplane Base, Gliderport Runway Markings and Lighting**	One TASK
▪ **Takeoffs, Landings, and Go-Arounds**	One Takeoff TASK, One Landing TASK, and TASKs K and L
▪ **Performance Maneuver**	Mandatory
▪ **Ground Reference Maneuvers**	One TASK
▪ **Navigation**	One TASK
▪ **Slow Flight and Stall**	TASKs A, D, and One Other TASK
▪ **Emergency Operations**	TASK A and B
▪ **Postflight Procedures**	TASK A

NOTE 1: This table is used by the examiner in developing his/her plan of action for a practical test. The examiner may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

CATEGORY/CLASS PRIVILEGES TASK MATRIX
PROFICIENCY CHECK AIRPLANE

AREA OF OPERATION	TESTING REQUIREMENTS SELECT AT LEAST
▪ **Preflight Preparation**	TASKs F and K
▪ **Preflight Procedures**	TASK A
▪ **Airport, Seaplane Base, Gliderport Runway Markings and Lighting**	TASK C
▪ **Takeoffs, Landings, and Go-Arounds**	One Takeoff TASK, One Landing TASK, and TASKs K and L
▪ **Performance Maneuver**	TASK A
▪ **Ground Reference Maneuvers**	One TASK
▪ **Navigation**	None
▪ **Slow Flight and Stall**	TASKs A, D, and One Other Task
▪ **Emergency Operations**	TASKs A and B
▪ **Postflight Procedures**	TASK A

NOTE 1: This table is used by the flight instructor in developing his/her plan of action for a proficiency check. The flight instructor may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

CATEGORY/CLASS PRIVILEGES TASK MATRIX
INITIAL ROTORCRAFT/GYROPLANE

AREA OF OPERATION	TESTING REQUIREMENTS SELECT AT LEAST
▪ **Preflight Preparation**	Two TASKs
▪ **Preflight Procedures**	TASK A and One Other TASK
▪ **Airport, Seaplane Base and Gliderport Runway Markings and Lighting**	One TASK
▪ **Takeoffs, Landings, and Go-Arounds**	Two Takeoff TASKs and Two Landing TASKs
▪ **Performance Maneuver**	One TASK
▪ **Ground Reference Maneuvers**	One TASK
▪ **Navigation**	One TASK
▪ **Flight at Slow Airspeeds**	TASK B
▪ **Emergency Operations**	TASKs A and B
▪ **Postflight Procedures**	TASK A

NOTE 1: This table is used by the examiner in developing his/her plan of action for a practical test. The examiner may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

CATEGORY/CLASS PRIVILEGE TASK MATRIX
PROFICIECNCY CHECK ROTORCRAFT/GYROPLANE

AREA OF OPERATION	TESTING REQUIREMENTS SELECT AT LEAST
▪ **Preflight Preparation**	TASKs F and I
▪ **Preflight Procedures**	TASK A
▪ **Airport, Seaplane Base and Gliderport Runway Markings and Lighting**	TASK C
▪ **Takeoffs, Landings, and Go-Arounds**	Two Takeoff TASKs and Two Landing TASKs
▪ **Performance Maneuver**	None
▪ **Ground Reference Maneuvers**	None
▪ **Navigation**	None
▪ **Flight at Slow Airspeeds**	TASK B
▪ **Emergency Operations**	TASKs A and B
▪ **Postflight Procedures**	TASK A

NOTE 1: This table is used by the flight instructor in developing his/her plan of action for a proficiency check. The flight instructor may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

CATEGORY/CLASS PRIVILEGES TASK MATRIX
INITIAL GLIDER

AREA OF OPERATION	TESTING REQUIREMENTS SELECT AT LEAST
▪ **Preflight Preparation**	Two TASKs
▪ **Preflight Procedures**	One TASK
▪ **Airport, Seaplane Base and Gliderport Runway Markings and Lighting**	One TASK
▪ **Launches and Landings** **Note:** Examiner Shall select kind of launch based on the applicant's qualifications.	One Landing TASK and One Other TASK
▪ **Performance Maneuver**	One TASK
▪ **Soaring Techniques**	One TASK
▪ **Navigation**	Mandatory TASK
▪ **Slow Flight and Stalls**	TASK B
▪ **Emergency Operations**	TASK A
▪ **Postflight Procedures**	Mandatory TASK

NOTE 1: This table is used by the examiner in developing his/her plan of action for a practical test. The examiner may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

CATEGORY/CLASS PRIVILEGES TASK MATRIX
PROFICIENCY CHECK GLIDER

AREA OF OPERATION	TESTING REQUIREMENTS SELECT AT LEAST
▪ **Preflight Preparation**	TASKs E and H
▪ **Preflight Procedures**	TASK A
▪ **Airport, Seaplane Base and Gliderport Runway Markings and Lighting**	TASK C
▪ **Launches and Landings** **Note:** Examiner Shall select kind of launch based on the applicant's qualifications.	One Landing TASK and One Other TASK
▪ **Performance Maneuver**	One TASK
▪ **Soaring Techniques**	One TASK
▪ **Navigation**	None
▪ **Slow Flight and Stalls**	TASK B
▪ **Emergency Operations**	TASK A
▪ **Postflight Procedures**	TASK A

NOTE 1: This table is used by the flight instructor in developing his/her plan of action for a proficiency check. The flight instructor may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate safely in the National Airspace System.