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**COMMERCIAL PILOT**

**Practical Test Standards**

**for**

**AIRPLANE**

**(SEL, MEL, SES, MES)**

**August 2002**

**FLIGHT STANDARDS SERVICE  
Washington, DC 20591**



# **COMMERCIAL PILOT AIRPLANE**

## **Practical Test Standards**

**2002**

**FLIGHT STANDARDS SERVICE  
Washington, DC 20591**

## **NOTE**

Material in FAA-S-8081-12B will be effective August 1, 2002. All previous editions of the Commercial Pilot—Airplane Practical Test Standards will be obsolete as of this date.

## FOREWORD

The Commercial Pilot—Airplane Practical Test Standards (PTS) book has been published by the Federal Aviation Administration (FAA) to establish the standards for commercial pilot certification practical tests for the airplane category, single-engine land and sea; and multiengine land and sea classes. FAA inspectors and designated pilot examiners shall conduct 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.

/s/ 4/23/2002

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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 when conducting commercial pilot—airplane practical tests. Flight instructors are expected to use this book when preparing applicants for practical tests. Applicants should be familiar with this book and refer to these standards during their training.

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

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

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

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

Comments regarding this publication should be sent to:

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

## Practical Test Standard Concept

Title 14 of the Code of Federal Regulations (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 commercial pilot certificate or rating. 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 book 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 the evaluation of commercial pilot applicants.***

## Practical Test Book Description

This test book contains the following Commercial Pilot—Airplane Practical Test Standards:

- Section 1** Airplane—Single-Engine Land and Sea
- Section 2** Airplane—Multiengine Land and Sea

The Commercial Pilot Practical Test Standards—Airplane includes the AREAS OF OPERATION and TASKs for the issuance of an initial commercial pilot certificate and for the addition of category ratings and/or class ratings to that certificate.

## Practical Test Standards Description

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

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

- ASEL** Airplane—Single-Engine Land
- AMEL** Airplane—Multiengine Land
- ASES** Airplane—Single-Engine Sea
- AMES** Airplane—Multiengine Sea

**NOTE:** When administering a test based on sections 1 and 2 of this PTS, the TASKs appropriate to the class airplane (ASEL, ASES, AMEL, or AMES) 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 references if their content conveys substantially the same meaning as the referenced publications.

These practical test standards are based on the following references.

<b>14 CFR part 43</b>	Maintenance, Preventive Maintenance, Rebuilding, and Alteration
<b>14 CFR part 61</b>	Certification: Pilots, Flight Instructors, and Ground Instructors
<b>14 CFR part 91</b>	General Operating and Flight Rules
<b>AC 00-6</b>	Aviation Weather
<b>AC 00-45</b>	Aviation Weather Services
<b>AC 61-23/</b>	
<b>FAA-H-8083-25</b>	Pilot's Handbook of Aeronautical Knowledge
<b>AC 61-65</b>	Certification: Pilots and Flight Instructors
<b>AC 61-67</b>	Stall and Spin Awareness Training.
<b>AC 61-84</b>	Role of Preflight Preparation
<b>AC 90-48</b>	Pilots' Role in Collision Avoidance
<b>AC 90-66</b>	Recommended Standard Traffic Patterns and Practices for Aeronautical Operations At Airports Without Operating Control Towers.
<b>AC 91-69</b>	Seaplane Safety for FAR Part 91 Operations
<b>AC 120-51</b>	Crew Resource Management Training
<b>FAA-H-8083-1</b>	Aircraft Weight and Balance Handbook
<b>FAA-H-8083-3</b>	Airplane Flying Handbook
<b>FAA-H-8083-15</b>	Instrument Flying Handbook
<b>AIM</b>	Aeronautical Information Manual
<b>AFD</b>	Airport Facility Directory
<b>NOTAMs</b>	Notices to Airmen
<b>Other</b>	Pilot Operating Handbook FAA-Approved Flight Manual Navigation Charts Seaplane Supplement

The Objective lists the 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; and
3. acceptable performance standards.

### **Use of the Practical Test Standards Book**

The FAA requires that all commercial pilot practical tests be conducted in accordance with the appropriate commercial practical test standards and the policies set forth in the 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 commercial pilot certificate seeking an additional airplane category rating and/or class rating at the commercial pilot level, shall be evaluated in the AREAS OF OPERATION and TASKs listed in the Additional Rating Task Table. At the discretion of the examiner, 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 at least at the commercial level, and the ratings 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, the examiner 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, signals, and 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 shall be evaluated in its entirety.***

The examiner is not required to follow the precise order in which the AREAS OF OPERATION and TASKs appear in this book. The examiner may change the sequence or combine TASKs with similar Objectives to have an orderly and efficient flow of the practical test. For example, Radio Communications and ATC Light Signals may be combined with Traffic Patterns. The examiner'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 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. 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 shall place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are:

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

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 relate to the complete situation.

### **Removal of the "Airplane Multiengine VFR Only" Limitation**

The removal of the "Airplane Multiengine VFR Only" limitation, at the commercial pilot certificate level, requires an applicant to satisfactorily perform the following AREAS OF OPERATION and TASKs from the commercial AMEL and AMES PTS in a multiengine airplane that has a manufacturer's published  $V_{MC}$  speed.

#### **AREA OF OPERATION X: MULTIENGINE OPERATIONS**

**TASK C: ENGINE FAILURE DURING FLIGHT (By Reference to Instruments)**

**TASK D: INSTRUMENT APPROACH—ONE ENGINE INOPERATIVE (By Reference to Instruments)**

## **Removal of the “Limited to Center Thrust” Limitation**

The removal of the “Limited to Center Thrust” limitation at the commercial pilot certificate level requires an applicant to satisfactorily perform the following AREAS OF OPERATION and TASKs from the commercial AMEL and AMES PTS in a multiengine airplane that has a manufacturer’s published  $V_{MC}$  speed.

### AREA OF OPERATION I: PREFLIGHT PREPARATION

TASK H: PRINCIPLES OF FLIGHT-ENGINE INOPERATIVE

### AREA OF OPERATION X: EMERGENCY OPERATIONS

TASK B: ENGINE FAILURE DURING TAKEOFF BEFORE  $V_{MC}$  (SIMULATED)

TASK C: ENGINE FAILURE AFTER LIFT-OFF (SIMULATED)

TASK D: APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED)

### AREA OF OPERATION XI: MULTIENGINE OPERATIONS

TASK A: MANEUVERING WITH ONE ENGINE INOPERATIVE

TASK B:  $V_{MC}$  DEMONSTRATION

## **Commercial Pilot—Airplane Practical Test Prerequisites**

An applicant for the Commercial Pilot—Airplane Practical Test is required by 14 CFR part 61 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;
3. possess a private pilot certificate with an airplane rating, if a commercial pilot certificate with an airplane rating is sought, or meet the flight experience required for a private pilot certificate (airplane rating) and pass the private airplane knowledge and practical test;
4. possess an instrument rating (airplane) or the following limitation shall be placed on the commercial pilot certificate: “Carrying passengers in airplanes for hire is prohibited at night or on cross-country flights of more than 50 nautical miles;”
5. have passed the appropriate commercial pilot knowledge test since the beginning of the 24th month before the month in which he or she takes the practical test;
6. have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed;

7. possess at least a current third class medical certificate;
8. 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
9. also have an endorsement certifying that the applicant has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.

### **Aircraft and Equipment Required for the Practical Test**

The commercial pilot—airplane applicant is required by 14 CFR section 61.45, to provide an airworthy, certificated airplane for use during the practical test. 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 and/or rating for which the applicant is applying;
2. have fully functioning dual controls, except as provided for in 14 CFR section 61.45(c) and (e);
3. be capable of performing all AREAS OF OPERATION appropriate to the rating sought and have no operating limitations which prohibit its use in any of the AREAS OF OPERATION required for the practical test; and
4. be a complex airplane furnished by the applicant, unless the applicant currently holds a commercial pilot certificate with a single-engine or multiengine class rating as appropriate, for the performance of takeoffs, landings, and appropriate emergency procedures. A complex landplane is one having retractable landing gear, flaps, and controllable propeller or turbine-powered. A complex seaplane is one having flaps and controllable propeller.

### **Use of FAA-Approved Flight Simulator or Flight Training Device**

An airman applicant for commercial pilot—airplane certification may be authorized to use an FAA-qualified and approved flight simulator or flight training device, to complete certain flight TASK requirements listed in this practical test standard.

An airman applicant seeking an added rating to a commercial certificate may also use a qualified and approved flight simulator or flight training device to complete the flight task requirements in accordance with Appendix 1 and 2 of these practical test standards. These appendices should be consulted to identify which flight TASKs may be accomplished in an approved flight simulator or flight training device. The level of flight simulator or flight training device required for each maneuver or procedure will also be found in the appropriate appendix. An appropriate class airplane is required to complete the remaining flight TASKs for certification.

When flight TASKs are accomplished in an aircraft, certain TASK elements may be accomplished through “simulated” actions in the interest of safety and practicality, but when accomplished in a flight simulator or flight training device, these same actions would not be “simulated.” For example, when in an aircraft, a simulated engine fire may be addressed by retarding the throttle to idle, simulating the shutdown of the engine, simulating the discharge of the fire suppression agent, if applicable, simulating the disconnect of associated electrical, hydraulic, and pneumatics systems, etc. However, when the same emergency condition is addressed in a flight simulator or flight training device, all TASK elements must be accomplished as would be expected under actual circumstances.

Similarly, safety of flight precautions taken in the aircraft for the accomplishment of a specific maneuver or procedure (such as limiting altitude in an approach to stall or setting maximum airspeed for an engine failure expected to result in a rejected takeoff) need not be taken when a flight simulator or flight training device is used.

It is important to understand that whether accomplished in an aircraft, flight simulator or flight training device, all TASKs and elements for each maneuver or procedure shall have the same performance standards applied equally for determination of overall satisfactory performance.

### **Flight Instructor Responsibility**

An appropriately rated flight instructor is responsible for training the commercial 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 commercial 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<sup>1</sup> Responsibility**

The examiner conducting the practical test is responsible for determining that the applicant meets the acceptable standards of knowledge and skill of each TASK within the appropriate practical test standard. Since there is no formal division between the “oral” and “skill” portions of the practical test, this 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. Examiner's shall test to the greatest extent practicable the applicant's correlative abilities rather than mere rote enumeration of facts throughout the practical test.

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

On multiengine practical tests where the failure of the most critical engine after lift off is required, the examiner must give consideration to local atmospheric conditions, terrain, and type of aircraft used. However the failure of an engine shall not be simulated until attaining at least  $V_{SSE}/V_{YSE}$  and at an altitude not lower than 200 feet AGL.

During simulated engine failures on multiengine practical tests the examiner shall set zero thrust after the applicant has simulated feathering the propeller. The examiner shall require the applicant to demonstrate at least one landing with a simulated feathered propeller with the engine set to zero thrust.

Throughout the flight portion of the practical test, the examiner shall evaluate the applicant's use of visual scanning and collision avoidance procedures.

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<sup>1</sup> The word “examiner” is used throughout the standards to denote either the FAA inspector or FAA designated pilot examiner who conducts an official practical test.

## Satisfactory Performance

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

1. perform the TASKs specified in the AREAS OF OPERATION for the certificate or rating sought within the approved standards;
2. demonstrate mastery of the aircraft with the successful outcome of each TASK performed never seriously in doubt;
3. demonstrate satisfactory proficiency and competency within the approved standards;
4. demonstrate sound judgment; and
5. demonstrate single-pilot competence if the aircraft is type certificated for single-pilot operations.

## Unsatisfactory Performance

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

The examiner or applicant may discontinue the test at any time when the failure of an AREA OF OPERATION makes the applicant ineligible for the certificate or rating sought. ***The test may be continued ONLY with the consent of the applicant.*** If the test is discontinued, the applicant is entitled credit for only those AREAS OF OPERATION and their associated TASKs satisfactorily performed. However, during the retest, and at the discretion of the examiner, any TASK may be re-evaluated, including those previously passed.

Typical areas of unsatisfactory performance and grounds for disqualification are:

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

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 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. i. e.: AREA OF OPERATION VIII, Maneuvering During Slow Flight, failure to use proper collision avoidance procedures.

### **Crew Resource Management (CRM)**

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

### **Applicant's Use of Checklists**

Throughout the practical test, the applicant is evaluated on the use of an appropriate checklist. Proper use is dependent on the specific TASK being evaluated. The situation may be such that the use of the checklist, while accomplishing elements of an Objective, would be either unsafe or impractical, especially in a single-pilot operation. In this case, a review of the checklist after the elements have been accomplished, would be appropriate. Division of attention and proper visual scanning should be considered when using a checklist.

### **Use of Distractions During Practical Tests**

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

## **Positive Exchange of Flight Controls**

During flight training, there must always be a clear understanding between students and flight instructors of who has control of the aircraft. Prior to flight, a briefing should be conducted that includes the procedure for the exchange of flight controls. A positive three-step process in the exchange of flight controls between pilots is a proven procedure and one that is strongly recommended.

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

## **Metric Conversion Initiative**

To assist pilots in understanding and using the metric measurement system, the practical test standards refer to the metric equivalent of various altitudes throughout. The inclusion of meters is intended to familiarize pilots with its use. The metric altimeter is arranged in 10 meter increments; therefore, when converting from feet to meters, the exact conversion, being too exact for practical purposes, is rounded to the nearest 10 meter increment or even altitude as necessary.

# SECTION 1

## COMMERCIAL PILOT—AIRPLANE

Single-Engine Land

and

Single-Engine Sea

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## Airplane Single-Engine Land and Airplane Single-Engine Sea

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# ADDITIONAL RATING TASK TABLE

## Airplane Single-Engine Sea

Addition of an Airplane Single-Engine Sea Rating to an existing Commercial Pilot Certificate								
Required TASKs are indicated by either the TASK letter(s) that apply(s) or an indication that all or none of the TASKs must be tested based on the notes in each AREA OF OPERATION.								
COMMERCIAL PILOT RATING(S) HELD								
AREAS OF OPERATION	ASEL	AMEL	AMES	RH	RG	Glider	Balloon	Airship
I	F,G,H, I	F,G,H, I	F,G	F,G,H, I	F,G,H, I	F,G,H, I	F,G,H, I	F,G,H, I
II	E	E	E	A,B,C, E,F	A,B,E, F	A,B,C, E,F	A,B,C, E,F	A,B,C, E,F
III	C	C	NONE	B,C	C	B,C	B,C	B,C
IV	A,B,E, F,G,H, I,J	A,B,E, F,G,H, I,J	A,B,E, F,G,H, I,J	A,B,E, F,G,H, I,J,K,L	A,B,E, F,G,H, I,J,K,L	A,B,E, F,G,H, I,J,K,L	A,B,E, F,G,H, I,J,K,L	A,B,E, F,G,H, I,J,K,L
V	NONE	B,C,D	B,C,D	ALL	ALL	ALL	ALL	ALL
VI	NONE	ALL	ALL	ALL	ALL	ALL	ALL	ALL
VII	NONE	NONE	NONE	NONE	NONE	ALL	ALL	NONE
VIII	NONE	NONE	NONE	ALL	ALL	ALL	ALL	ALL
IX	A,B	A,B	A,B	ALL	ALL	ALL	ALL	ALL
X	NONE	NONE	NONE	ALL	ALL	ALL	ALL	ALL
XI	B,C,D	B,C,D	NONE	B,C,D	B,C,D	B,C,D	B,C,D	B,C,D

# APPLICANT'S PRACTICAL TEST CHECKLIST

## APPOINTMENT WITH EXAMINER:

EXAMINER'S NAME \_\_\_\_\_

LOCATION \_\_\_\_\_

DATE/TIME \_\_\_\_\_

### ACCEPTABLE AIRCRAFT

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

### PERSONAL EQUIPMENT

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

### PERSONAL RECORDS

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

# EXAMINER'S PRACTICAL TEST CHECKLIST

## Airplane Single-Engine Land And Airplane Single-Engine Sea

APPLICANT'S NAME \_\_\_\_\_

LOCATION \_\_\_\_\_

DATE/TIME \_\_\_\_\_

### I. PREFLIGHT PREPARATION

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

### 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/Seaplane Base, Runway, and Taxiway Signs, Markings, and Lighting (ASEL and ASES)

#### **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 Approach (Confined Area—ASES) 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.** Power-Off 180° Accuracy Approach and Landing (ASEL and ASES)
- L.** Go-Around/Rejected Landing (ASEL and ASES)

#### **V. PERFORMANCE MANEUVERS**

- A.** Steep Turns (ASEL and ASES)
- B.** Steep Spiral (ASEL and ASES)
- C.** Chandelles (ASEL and ASES)
- D.** Lazy Eights (ASEL and ASES)

#### **VI. GROUND REFERENCE MANEUVER**

- Eights on Pylons (ASEL and ASES)

#### **VII. NAVIGATION**

- A.** Pilotage and Dead Reckoning (ASEL and ASES)
- B.** Navigation Systems and Radar Services (ASEL and ASES)
- C.** Diversion (ASEL and ASES)
- D.** 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. HIGH ALTITUDE OPERATIONS**

- A.** Supplemental Oxygen (ASEL and ASES)
- B.** Pressurization (ASEL and ASES)

## **XI. POSTFLIGHT PROCEDURES**

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

## I. AREA OF OPERATION: PREFLIGHT PREPARATION

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

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

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

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

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

### B. TASK: AIRWORTHINESS REQUIREMENTS (ASEL and ASES)

REFERENCES: 14 CFR part 91; AC 61-23/FAA-H-8083-25.

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

1. Explaining—
  - a. required instruments and equipment for day/night VFR.
  - b. procedures and limitations for determining airworthiness of the airplane with inoperative instruments and equipment with and without an MEL.
  - c. requirements and procedures for obtaining a special flight permit.

## **F. TASK: PERFORMANCE AND LIMITATIONS (ASEL and ASES)**

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

**Objective.** To determine that the applicant:

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

## **G. TASK: OPERATION OF SYSTEMS (ASEL and ASES)**

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

**Objective.** To determine that the applicant exhibits knowledge of the elements related to the operation of systems on the airplane provided for the practical test, by explaining at least five (5) of the following systems.

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

## **H. TASK: WATER AND SEAPLANE CHARACTERISTICS (ASES)**

REFERENCE: FAA-H-8083-3.

**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.
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-8083-3; 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 various bases.
3. Right-of-way, steering, and sailing rules pertinent to seaplane operation.
4. Marine navigation aids, such as buoys, beacons, lights, and sound signals.

## II. AREA OF OPERATION: PREFLIGHT PROCEDURES

### A. TASK: PREFLIGHT INSPECTION (ASEL and ASES)

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

**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 that the airplane is in condition for safe flight.

### B. TASK: COCKPIT MANAGEMENT (ASEL and ASES)

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

**Objective.** To determine that the applicant:

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

### C. TASK: ENGINE STARTING (ASEL and ASES)

REFERENCES: FAA-H-8083-3, AC 61-23/FAA-H-8083-25, AC 91-13, AC 91-55; POH/AFM.

**Objective.** To determine that the applicant:

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

**D. TASK: TAXIING (ASEL)**

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

**Objective.** To determine that the applicant:

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

**E. TASK: TAXIING AND SAILING (ASES)**

REFERENCES: FAA-H-8083-3; USCG NAVIGATION RULES, INTERNATIONAL-INLAND; POH/AFM.

**Objective.** To determine that the applicant:

1. Exhibits knowledge of the elements related to water taxi and sailing procedures.
2. Positions the flight controls properly for the existing wind conditions.
3. Plans and follows the most favorable course while taxi 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.

### **III. AREA OF OPERATION: AIRPORT AND SEAPLANE BASE OPERATIONS**

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

REFERENCES: 14 CFR part 91; AC 61-23/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 (ASEL and ASES)**

REFERENCES: FAA-H-8083-3, AC 61-23/FAA-H-8083-25, AC 90-66; AIM.

**Objective.** To determine that the applicant:

1. Exhibits knowledge of the elements related to traffic patterns. This shall include procedures at airports with and without operating control towers, prevention of runway incursions, collision avoidance, wake turbulence avoidance, and wind shear.
2. Complies with proper traffic pattern procedures.
3. Maintains proper spacing from other aircraft.
4. Corrects for wind-drift to maintain proper ground track.
5. Maintains orientation with runway/landing area in use.
6. Maintains traffic pattern altitude  $\pm 100$  feet (30 meters), and appropriate airspeed  $\pm 10$  knots.

**C. TASK: AIRPORT/SEAPLANE BASE, RUNWAY, AND TAXIWAY  
SIGNS, MARKINGS, AND LIGHTING (ASEL and ASES)**

REFERENCES: AC 61-23/FAA-H-8083-25; AIM.

**Objective.** To determine that the applicant:

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

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

### A. TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB (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; POH/AFM.

**Objective.** To determine that the applicant:

1. Exhibits knowledge of the elements related to normal and crosswind takeoff, climb operations and rejected takeoff procedures.
2. Positions the flight controls for the existing wind conditions.
3. Clears the area, taxis onto the takeoff surface and aligns the airplane on the runway center/takeoff path.
4. Retracts the wing rudders as appropriate (ASES), and advances the throttle smoothly to takeoff power.
5. Establishes and maintains the most efficient planing/lift off attitude and corrects for porpoising and skipping (ASES).
6. Lifts off at the recommended airspeed, and accelerates to  $V_Y$ .
7. Establishes a pitch attitude that will maintain  $V_Y \pm 5$  knots.
8. Retracts the landing gear if appropriate, and flaps after a positive rate of climb is established.
9. Maintains takeoff power and  $V_Y \pm 5$  knots to a safe maneuvering altitude.
10. Maintains directional control, proper wind-drift correction throughout the takeoff and climb.
11. Complies with noise abatement procedures.
12. Completes appropriate checklists.

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

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

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

**Objective.** To determine that the applicant:

1. Exhibits knowledge of the elements related to 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 airspeed and adjusts pitch attitude and power as required.
5. Maintains a stabilized approach and recommended airspeed, or in its absence, not more than  $1.3 V_{SO}$ ,  $\pm 5$  knots, with wind gust factor applied.
6. Makes smooth, timely, and correct control application during the roundout and touchdown.
7. Contacts the water at the proper pitch attitude (ASES).
8. Touches down smoothly at approximate stalling speed (ASEL).
9. Touches down at or within 200 feet (60 meters) beyond a specified point, with no drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
10. Maintains crosswind correction and directional control throughout the approach and landing sequence.
11. Completes appropriate checklist.

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

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

**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 flaps 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 smoothly to takeoff power.
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, and accelerates to recommended obstacle clearance airspeed, or  $V_x$ .
8. Establishes a pitch attitude that will maintain the recommended obstacle clearance airspeed, or  $V_x$ , +5/-0 knots, until the obstacle is cleared, or until the airplane is 50 feet (20 meters) above the surface.
9. After clearing the obstacle, establishes the pitch attitude for  $V_y$ , accelerates to  $V_y$ , and maintains  $V_y$ ,  $\pm 5$  knots, during the climb.
10. Retracts the landing gear, if appropriate and flaps after clear of any obstacles or as recommended by manufacturer.
11. Maintains takeoff power and  $V_y$   $\pm 5$  knots to a safe maneuvering altitude.
12. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.
13. Completes appropriate checklist.

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

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

**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; adjusts pitch attitude and power.
5. Maintains a stabilized approach and recommended approach airspeed, or in its absence, not more than  $1.3 V_{SO}$ ,  $\pm 5$  knots, with wind gust factor applied.
6. Makes smooth, timely, and correct control application during the roundout and touchdown.
7. Selects the proper landing path, contacts the water at the minimum safe airspeed with the proper pitch attitude for the surface conditions (ASES).
8. Touches down smoothly at minimum control airspeed (ASEL).
9. Touches down at or within 100 feet (30 meters) beyond a specified point, with no side drift, minimum float and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
10. Maintains crosswind correction and directional control throughout the approach and landing sequence.
11. Applies brakes (ASEL) or elevator control (ASES), as necessary, to stop in the shortest distance consistent with safety.
12. Completes appropriate checklist.

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

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

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

**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  $V_y$ ,  $\pm$  5 knots during the climb.
8. Retracts the landing gear, if appropriate, and flaps after a positive rate of climb is established.
9. Maintains takeoff power and  $V_y$   $\pm$ 5 knots to a safe maneuvering altitude.
10. Maintains directional control and proper wind-drift correction throughout takeoff and climb.
11. Completes the appropriate checklist.

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

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

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

**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 and airspeed, and adjusts pitch attitude and power as required.
6. Maintains a stabilized approach and the recommended approach airspeed,  $\pm 5$  knots 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.
10. Completes the appropriate checklist.

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

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

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

**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  $V_Y$ ,  $\pm 5$  knots before leaving ground effect.
7. Retracts the landing gear, if appropriate, and flaps after a positive rate of climb is established.
8. Maintains takeoff power and  $V_Y \pm 5$  knots to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout takeoff and climb.
10. Completes the appropriate checklist.

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

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

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

**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, and adjusts pitch attitude and power as required.
6. Maintains a stabilized approach and the recommended approach airspeed, or in its absence not more than  $1.3 V_{SO} \pm 5$  knots with wind gust factor applied.
7. Makes smooth, timely, and correct power and control application 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.
10. Completes the appropriate checklist.

## **K. TASK: POWER-OFF 180° ACCURACY APPROACH AND LANDING (ASEL and ASES)**

REFERENCE: FAA-H-8083-3.

**Objective.** To determine that the applicant:

1. Exhibits knowledge of the elements related to a power-off 180° accuracy approach and landing.
2. Considers the wind conditions, landing surface, obstructions, and selects an appropriate touchdown point.
3. Positions airplane on downwind leg, parallel to landing runway, and not more than 1000 feet AGL.
4. Abeam the specified touchdown point, closes throttle and establishes appropriate glide speed.
5. Completes final airplane configuration.
6. Touches down in a normal landing attitude, at or within 200 feet (60 meters) beyond the specified touchdown point.
7. Completes the appropriate checklist.

## **IX. AREA OF OPERATION: EMERGENCY OPERATIONS**

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

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

**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,  $\pm 10$  knots.
4. Selects a suitable landing area.
5. Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.
6. Prepares for landing, or go-around, as specified by the examiner.
7. Follows the appropriate checklist.

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

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

**Objective.** To determine that the applicant:

1. Exhibits knowledge of the elements related to systems and equipment malfunctions appropriate to the airplane provided for the practical test.
2. Analyzes the situation and takes appropriate action for simulated emergencies appropriate to the airplane provided for the practical test for at least five (5) of the following:
  - a. partial or complete power loss.
  - b. engine roughness or overheat.
  - c. carburetor or induction icing.
  - d. loss of oil pressure.
  - e. fuel starvation.
  - f. electrical malfunction.
  - g. vacuum/pressure, and associated flight instruments malfunction.
  - h. pitot/static.
  - i. landing gear or flap malfunction.
  - j. inoperative trim.
  - k. inadvertant door or window opening.
  - l. structural icing.
  - m. smoke/fire/engine compartment fire.
  - n. any other emergency appropriate to the airplane.
3. Follows the appropriate checklist or procedure.

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

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

**Objective.** To determine that the applicant:

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

## **XI. AREA OF OPERATION: POSTFLIGHT PROCEDURES**

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

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

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

**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 and lighting.
4. Parks in an appropriate area, considering the safety of nearby persons and property.
5. Follows the appropriate procedure for engine shutdown.
6. Completes the appropriate checklist.
7. Conducts an appropriate postflight inspection and secures the aircraft.

### **B. TASK: ANCHORING (ASES)**

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

**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-8083-3; POH/AFM.

**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-8083-3; POH/AFM.

**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.