U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA-S-8081-29A

Sport Pilot and Sport Pilot Flight Instructor Rating

Practical Test Standards

for

Airplane Category,

Gyroplane Category, and

Glider Category

November 2023

FLIGHT STANDARDS SERVICE
Washington, DC 20591

Foreword

FAA-S-8081-29A, Sport Pilot and Sport Pilot Flight Instructor Rating Practical Test Standards for Airplane Category, Gyroplane Category, and Glider Category is published by the FAA to establish the standards for sport pilot practical tests and proficiency checks for the airplane, gyroplane, glider, and flight instructor. FAA inspectors and designated examiners shall conduct practical tests in compliance with these standards. Instructors and applicants should find these standards helpful in practical test preparation.

FAA-S-8081-29A supersedes FAA-S-8081-29, Sport Pilot Practical Test Standards for Airplane, Gyroplane, Glider, and Flight Instructor with changes 1, 2, and 3 dated December 2004.

Major Enhancements to Version FAA-S-8081-29A

- Updated References throughout
- Changed “student” to “learner” throughout
- Changed “cockpit” to “flight deck” throughout
- Introduction:
  - Updated “General Information” section
  - Revised “Practical Test Standards Description” section
  - Updated “Abbreviations” section
  - Removed “Sport Pilot—Practical Test Prerequisites(Registered Ultra-Light Pilots)” section
  - Updated “Single-Seat Aircraft Practical Test” section
  - Updated “Single-Seat Aircraft Proficiency Check” section
  - Updated “Proficiency Check—Sport Pilot—Satisfactory Performance When Adding an Additional Category/Class”section
  - Updated “Proficiency Check—Sport Pilot—Unsatisfactory Performance When Adding an Additional Category/Class”section
  - Updated “Letter of Discontinuance” section
  - Revised “Aeronautical Decision-Making and RiskManagement” section
- Revised Task L: Go-Around/Rejected Landing in Area of OperationIV: Takeoffs, Landings, and Go-Arounds in Section 1
- Revised Task A: Emergency Approach and Landing in Area of Operation IX: Emergency Operations in Section 1.
- Revised Task E: Go-Around/Rejected Landing in Area of OperationIV: Takeoffs, Landings, and Go-Arounds in Section 2.
- Removed “Sport Pilot Flight Instructor Prerequisites—Additional Privileges—Registered Ultra-Light Instructors” section from “Flight Instructor Certificate with Sport Pilot Privileges” section of Section4 – Flight Instructors.

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AREAS OF OPERATION

Introduction

General Information

This PTS has been published by the FAA to establish the standards for the knowledge and skills necessary for the issuance of a Sport Pilot Certificate, Flight Instructor Certificate with a Sport Pilot Rating, Sport Pilot additional privileges to operate an additional category or class of light-sport aircraft and Flight Instructor additional privileges seeking to provide training in an additional category or class of light-sport aircraft at the sport pilot level.

FAA inspectors and designated pilot examiners, and flight instructors must conduct 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.

The FAA has developed this PTS as the standard that shall be used by FAA inspectors, SAEs, and DPEs when conducting sport pilot and flight instructor with a sport pilot rating practical tests and by Authorized Instructors when conducting proficiency checks.

Throughout this PTS the following titles will be referred to as an evaluator: ASI, pilot examiner (other than administrative pilot examiners), TCE, chief instructor, assistant chief instructor, check instructor of a pilot school holding examining authority, or authorized instructor.

A proficiency check is an evaluation of aeronautical knowledge and flight proficiency in accordance with 14 CFR part 61, sections 61.321 or 61.419. A proficiency check must 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 proficiencycheck the authorized instructor will endorse the applicant's logbookindicating the added category/class of equipment that the applicant is authorized to operate. When an evaluator conducts a proficiency check they are acting in the capacity of an authorized instructor.

DPEs and SAEs must have designation authority to conduct sport pilot initial evaluations SPE and flight instructors with a sport pilot rating initial evaluations SFIE per FAA Order 8000.95, Designee Management Policy.

Information considered directive in nature is described in this PTS 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.

This PTS is available for download, in PDF format, from www.faa.gov.

Comments regarding this PTS may be emailed to acsptsinquiries@faa.gov.

PTS Concept

14 CFR part 61 specifies the subject areas in which knowledge and skill must be demonstrated by the applicant before the issuance of a certificate. The practical test standards contain the Areas of Operation and specific Tasks in which competency shall be demonstrated. The FAA will revise this PTS whenever it is determined that changes are needed in the interest of safety. Per 14 CFR part 61, section 61.43, adherence to the practical test standards is mandatory.

PTS Description

This PTS contains the following:

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

This PTS includes 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.

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 evaluator 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 portionof 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 classof 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 thisinformation 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 1	Definitions and Abbreviations
14 CFR part 43	Maintenance, Preventive Maintenance, Rebuilding,and Alteration
14 CFR part 61	Certification: Pilots, Flight Instructors, and GroundInstructors
14 CFR part 67	Medical Standards and Certification
14 CFR part 68	Requirements for Operating Certain Small Aircraft without a Medical Certificate
14 CFR part 71	Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points
14 CFR part 91	General Operating and Flight Rules
AC 61-65	Certification: Pilots and Flight Instructors and Ground Instructors
AC 61-67	Stall and Spin Awareness Training
AC 61-134	General Aviation Controlled Flight Into TerrainAwareness
AC 90-48	Pilots' Role in Collision Avoidance

AC 90-66	Non-Towered Airport Flight Operations
AC 91-69	Seaplane Safety for FAR Part 91 Operators
AFM	Airplane Flying Manual
AFM/POH	FAA-Approved Flight Manual/ Pilot's Operating Handbook
AIM	Aeronautical Information Manual
FAA-H-8083-1	Weight and Balance Handbook
FAA-H-8083-3	Airplane Flying Handbook
FAA-H-8083-9	Aviation Instructor's Handbook
FAA-H-8083-11	Balloon Flying Handbook
FAA-H-8083-13	Glider Flying Handbook
FAA-H-8083-21	Helicopter Flying Handbook
FAA-H-8083-23	Seaplane, Skiplane, and Float/Ski Equipped Helicopter Operations Handbook
FAA-H-8083-25	Pilot's Handbook of Aeronautical Knowledge
FAA-H-8083-28	Aviation Weather Handbook
NOTAM	Notice to Air Missions
49 CFR part 830	Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records
Other	Aeronautical Navigation Charts Gyroplane Flight Manual FAA Operating Limitations Aircraft Operating Limitations Aircraft Flight Manual Airship Flight Manual International-Inland Chart Supplements USCG Navigation Rules

NOTE: Users should reference the current edition of the reference documents listed above. The current edition of all FAA publications can be found at: www.faa.gov.

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

Abbreviations/Acronyms

14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
ADM	Aeronautical Decision-Making
AFM	Airplane Flight Manual
AGL	Above Ground Level
AIM	Aeronautical Information Manual
AKTR	Airman Knowledge Test Report
ASEL	Airplane Single Engine Land
ASES	Airplane Single Engine Sea
ASI	Aviation Safety Inspector
ATC	Air Traffic Control
CFIT	Controlled Flight into Terrain
CRM	Crew Resource Management
CTAF	Common Traffic Advisory Frequency

DPE	Designated Pilot Examiner
FAA	Federal Aviation Administration
FOI	Flight Operations Inspector
ID	Identification
IACRA	Integrated Airman Certification and Rating Application
IMC	Instrument Meteorological Conditions
LAHSO	Land and Hold Short Operations
NOTAM	Notice to Air Missions
NTSB	National Transportation Safety Board
PDF	Portable Document Format
POH	Pilot's Operating Handbook
PTS	Practical Test Standards
RPM	Revolutions per Minute
SAE	Specialty Aircraft Examiner
SFIE	Sport Pilot Flight Examiner
SOP	Standard Operating Procedure
SPE	Sport Pilot Examiner
SRM	Single Pilot Resource Management
SUA	Special Use Airspace
TCE	Training Center Evaluator
TFR	Temporary Flight Restrictions
U.S.	United States of America
USCG	United States Coast Guard
V_A	Velocity of Acceleration (Maneuvering Speed)
VFR	Visual Flight Rules
V_{SO}	Velocity Stall Zero (Stalling Speed)
V_X	Best Angle of Climb Speed
V_Y	Best Rate of Climb Speed

Use of the PTS

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

In preparation for each practical test or proficiency check, the evaluator 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 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: the examiner or ASI (practical test); or Authorized Instructor (proficiency check) evaluating single-seat applicants from the ground shall evaluate only those TASK **elements** that can be accurately assessed from the ground.

The evaluator or authorized instructor is not required to follow the precise order in which the AREAS OF OPERATION and TASKs appear in these PTS. The evaluator 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 evaluator'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 evaluator 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 timeof 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

Evaluators 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. CFIT;
8. ADM and risk management;
9. SRM and CRM;
10. wire strike avoidance;
11. checklist usage;
12. spatial disorientation;
13. TFR;
14. SUA;
15. aviation security; and
16. 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 relate to the complete situation.

Sport Pilot—Practical Test Prerequisites (Initial)

14 CFR part 61, sections 61.39 and subpart J provide practical test and certification prerequisites.

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 you must comply with 14 CFR part 61, section 61.321. If you hold a Flight Instructor Certificate with a Sport Pilot Rating or higher and seek to operate an additional category or class of light-sport aircraft you must comply with 14 CFR part 61, section 61.419.

Aircraft and Equipment Requirements

14 CFR part 61, section 61.45 provides requirements for aircraft and equipment for the practical test.

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 seat.

With certain limitations, the practical test for a Sport Pilot Certificate may be conducted from the ground by an examiner or ASI. The examiner or ASI 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 fora single-seat practical test and any other TASKs selected by the examiner or ASI. Examiners or ASIs evaluating single-seat applicants from the ground shall evaluate only those TASK **elements** that can be accurately assessed from the ground.

The examiner and ASI **must maintain radio contact** with the applicant and bein a position to observe the operation of the aircraft while evaluating theproficiency of the applicant from the ground.

Upon successful completion of the practical test, the pilot certificate will be issued with a limitation “No passenger carriage and flight in a single-seat light-sport aircraft only.” Only an examiner or ASI is authorized to remove this limitation when the sport pilot takes a complete practical test in a two-place light-sport aircraft. This practical test may be conducted in the same or additional category of aircraft.

Single-Seat Aircraft Proficiency Check

Sport pilot proficiency checks may be performed for an additional category/class privilege to a Sport Pilot Certificate or higher, in accordance with 14 CFR part 61, section 61.321, using a single-seat light-sport aircraft, provided 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 proficiencycheck 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 seat aircraft only (add category/class/make and model)” limiting their operations to a single-seat aircraft in this category, class, make, and model. The authorized instructor must sign this endorsement with their 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.

Evaluator Responsibility

The evaluator 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. Evaluators 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 evaluator or authorized instructor determines that a TASK is incomplete, or the outcome uncertain, the evaluator 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 evaluator 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 evaluator or authorized instructor shall evaluate the applicant’s knowledge and practical incorporation of special emphasis areas.

Flight Instructor Responsibility

An appropriately rated authorized 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 the appropriate PTS.

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. Additionally, the flight instructor must certify that the applicant is able to perform safely as a sport pilot and is competent to pass the required practical test.

Throughout the applicant's training, the flight instructor is responsible for emphasizing the performance of effective visual scanning, collision avoidance, and runway incursion avoidance procedures. These areas are covered, in part, in AC 90-48, Pilots' Role in Collision Avoidance; FAA-H-8083-25, Pilot's Handbook of Aeronautical Knowledge; and the Aeronautical Information Manual.

Practical Test—Sport Pilot—Satisfactory Performance

14 CFR part 61, section 61.43(a), describes the satisfactory completion of the practical test for a certificate or rating.

Practical Test—Sport Pilot-Unsatisfactory Performance

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 considered unsatisfactory and, therefore, the practical test is failed. 14 CFR part 61, section 61.43(c)-(f) provides additional unsatisfactory performance requirements and parameters.

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 evaluator 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 disapproval notice is issued, the evaluator will record the applicant's unsatisfactory performance in terms of Area of Operations 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 must also be recorded. If the applicant fails the practical test because of a special emphasis area, the Notice of Disapproval must indicate the associated Task.

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 their 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 Civil Aviation Registry within 10 days or submit the application through IACRA.

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 evaluator or authorized instructor conducting the proficiency check shall annotate the unsatisfactory performance on the FAA Form 8710-11 and forward it to Civil Aviation Registry within 10 days or submit the application through IACRA. 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 on all TASKS applicable to the additional light-sport aircraft privilege sought. When the applicant successfully accomplishes a complete proficiency check, the authorized instructor, shall forward the FAA Form 8710-11 to Civil Aviation Registry within 10 days, or submit the application through IACRA, and endorse the applicant's logbook indicating the airman's additional category/class privileges.

ADM, Risk Management, CRM, and SRM

Throughout the practical test, the evaluator must assess the applicant's ability to use sound aeronautical decision-making procedures in order to identify hazards and mitigate risk. The evaluator must accomplish this requirement by developing scenarios that incorporate and combine Tasks appropriate to assessing the applicant's risk management in making safe aeronautical decisions. For example, the evaluator may develop a scenario that incorporates weather decisions and performance planning.

In assessing the applicant's performance, the evaluator should take note of the applicant's use of CRM and, if appropriate, SRM. CRM/SRM is the set of competencies that includes situational awareness, communication skills, teamwork, task allocation, and decision-making within a comprehensive framework of SOP. SRM specifically refers to the management of all resources onboard the aircraft, as well as

outside resources available to the single pilot. If an applicant fails to use ADM, including CRM/SRM, as applicable in any Task, the evaluator will note that Task as failed.

Applicant's Use of Checklists

Throughout the practical test or proficiency check, 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 the elements of the 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 would be considered when using a checklist.

Use of Distractions During Practical Test or Proficiency Check

Numerous studies indicate that many accidents have occurred when the pilot has been distracted during critical phases of flight. To evaluate the pilot's ability to utilize proper control technique while dividing attention both inside and outside the flight deck, the evaluator should simulate a realistic distraction 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, there must always be a clear understanding between pilots 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, subsequently described, in the exchange of flight controls between pilots is a proven procedure and one that is strongly recommended.

When one pilot wishes to give the other pilot control of the aircraft, they will say, "You have the flight controls." The other pilot acknowledges immediately by saying, "I have the flight controls." The first pilot again says, "You have the flight controls." When control is returned to the first pilot, 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 (e.g., equipment failure, weather, or illness) FAA Form 8710-11, Airman Certificate and/or Rating Application, and, if applicable, the AKTR, are to be returned to the applicant. The evaluator at that time prepares, signs, and issues 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 should be advised that the Letter of Discontinuance must be presented to the evaluator when the practical test is resumed, and made part of the certification file.

Section 1

Sport Pilot Airplane

(ASEL and ASES)

Applicant's Practical Test Checklist

Appointment with Evaluator

Evaluator's Name _____

Location _____

Date/Time _____

ACCEPTABLE AIRCRAFT

- ☐ Aircraft Documents:
  - Airworthiness Certificate
  - RegistrationCertificate
  - Operating Limitations
- ☐ Aircraft Maintenance Records:
  - Logbook Record of Inspections/Airworthiness
  - Directives/Safety Directives
- ☐ Pilot's Operating Handbook or FAA-Approved Flight Manual orManufacturer's Operating Instructions

PERSONAL EQUIPMENT

- ☐ Current Aeronautical Charts
- ☐ Flight Logs
- ☐ Current Chart Supplements and Appropriate Publications

PERSONAL RECORDS

- ☐ Identification—Photo/Signature ID
- ☐ Pilot Certificate
- ☐ Medical Certificate, Driver's License, or show compliancewith 14 CFR part 68
- ☐ Completed FAA Form 8710-11, Application for an AirmanCertificate and/or Rating—Sport Pilot
- ☐ AKTR
- ☐ Logbook with Instructor's Endorsement
- ☐ FAA Form 8060-5, Notice of Disapproval of Application (if applicable)
- ☐ Evaluator's Fee (if applicable)
- ☐ Letter of Discontinuance (if applicable)

Evaluator'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. Flight Deck 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 (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 (Confined Area—ASES) Approach andLanding (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 MANEUVERS

☐ 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 and Dead Reckoning (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)

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 document 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 acondition 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 61-134; FAA-H-8083-25, FAA-H-8083-28; 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.
3. Describes the importance of avoiding adverse weather and inadvertent entry into IMC.
4. Explains courses of action to safely exit from an inadvertent IMC encounter.

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

REFERENCES: 14 CFR part 91; FAA-H-8083-25; Aeronautical Navigation Charts; Chart Supplements; 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 communicationfrequencies, if so equipped.
8. Applies pertinent information from NOTAMs, Chart Supplements, and other flight publications.
9. Completes a navigation log, and simulates filing a VFR flightplan.

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

REFERENCES: 14 CFR parts 71, 91; FAA-H-8083-25; Aeronautical 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 ofairspace:

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

2. Special use and other airspace areas.
3. TFRs.

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

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, 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-sportaircraft 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; 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 evaluator 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, FAA-H-8083-25; 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, thereasons for checking each item, and how to detect possibledefects.
2. Inspects the airplane with reference to an appropriate checklist.
3. Verifies the airplane is in condition for safe flight.

B. TASK: FLIGHT DECK MANAGEMENT (ASEL and ASES)

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to efficient flightdeck 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 emergencyprocedures.

C. TASK: ENGINE STARTING (ASEL and ASES)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25; 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, FAA-H-8083-25; 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 windconditions.
4. Safely controls airplane direction and speed.
5. Complies with airport markings, signals, clearances, andinstructions.
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 takeoffcheck, 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 flight deck.
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

A. TASK: RADIO COMMUNICATIONS (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 radio communications.

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/SEAPLANE BASE, RUNWAY, AND TAXIWAY SIGNS, 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, 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

NOTE: For single-seat applicants, the evaluator 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. Retracts 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/orappropriate 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 obstacleis 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. Retracts the 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. Retracts the 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 attitudeand power as required.
6. Maintains a stabilized approach and the recommended approach airspeed, +10/–5 knots and/or attitude and maintainsa 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. Retracts the 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. Maneuvers to the side of the runway/landing area to clear and avoid conflicting traffic, if appropriate.
6. Maintains takeoff power to a safe maneuvering altitude.
7. Maintains directional control and proper wind-drift correction throughout the climb.
8. Completes the appropriate checklist.

V. AREA OF OPERATION: PERFORMANCE MANEUVERS

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 evaluator.
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 evaluator shall select at least one ground reference maneuver.

NOTE: For single-seat applicants, the evaluator 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 and emergency landing 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 and emergency landing area.
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 radiusturn 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 of 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 evaluator.
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 evaluator.
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; maintainsa 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, after a positive rate-of-climb is establishes. (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 evaluator.

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

NOTE: In some high performance airplanes, the power setting mayhave 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 theTASK to be completed no lower than 1,000 feet AGL.
3. Establishes the takeoff or departure configuration. Sets powerto 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 bysimultaneously reducing the angle of attack, increasing poweras appropriate, and leveling the wings to return to a straight-and-level flight attitude with a minimum loss of altitudeappropriate 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 pitchattitude before the final flap retraction; returns to the altitude, heading, and airspeed/pitch attitude specified by the evaluator.

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 evaluator 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 ofaction.
3. Establishes and maintains the recommended best-glide airspeed ±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 evaluator.
7. Follows the appropriate checklist.

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 instrument malfunctions
    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 (ASELand ASES)

NOTE: This TASK shall be evaluated orally.

REFERENCES: AC 91-69; 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 evaluator shall select Task A and for ASES applicants at least one other TASK.

NOTE: For single-seat applicants, the evaluator shall select at leastTASK 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, FAA-H-8083-25;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. 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-8083-23; 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

Applicant's Practical Test Checklist

Appointment with Evaluator

Evaluator's Name_____

Location_____

Date/Time_____

ACCEPTABLE AIRCRAFT

- ☐ Aircraft Documents:
  - Airworthiness Certificate
  - Registration Certificate
  - 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 Chart Supplements and Appropriate Publications

PERSONAL RECORDS

- ☐ Identification—Photo/Signature ID
- ☐ Pilot Certificate
- ☐ Medical Certificate, Driver's License, or show compliance with 14 CFR part 68
- ☐ 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 of Application (if applicable)
- ☐ Evaluator's Fee (if applicable)

Evaluator'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. Flight Deck Management
- ☐ C. Engine Starting
- ☐ D. Taxiing
- ☐ E. Before Takeoff Check

III. AIRPORT OPERATIONS

- ☐ A. Radio Communications
- ☐ B. Traffic Patterns
- ☐ C. Airport Runway Markings and Lighting

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- ☐ A. Normal and Crosswind Takeoff and Climb
- ☐ B. Normal and Crosswind Approach and Landing
- ☐ C. Soft-Field Takeoff and Climb
- ☐ D. Soft-Field Approach and Landing
- ☐ E. Go-Around/Rejected Landing

V. PERFORMANCE MANEUVERS

- ☐ A. Steep Turns

VI. GROUND REFERENCE MANEUVERS

- ☐ A. Rectangular Course
- ☐ B. S-Turns
- ☐ C. Turns Around a Point

VII. NAVIGATION

- ☐ A. Pilotage and Dead Reckoning
- ☐ B. Diversion
- ☐ C. Lost Procedures

VIII. FLIGHT AT SLOW AIRSPEEDS

- ☐ A. Straight-and-Level, Turns, Climbs, and Descents at SlowAirspeeds
- ☐ 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

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS

REFERENCES: 14 CFR parts 43, 61, 91; FAA-H-8083-3, FAA-H-8083-21, FAA-H-8083-25; Gyroplane Flight Manual/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, Gyroplane Flight Manual/POH, 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 orin 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 recordkeeping.

C. TASK: WEATHER INFORMATION

REFERENCES: 14 CFR part 91; AC 61-134; FAA-H-8083-25, FAA-H-8083-28; 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.
3. Describes importance of avoiding adverse weather and inadvertent entry into IMC.
4. Explains courses of action to safely exit from an inadvertent IMC encounter.

D. TASK: CROSS-COUNTRY FLIGHT PLANNING

REFERENCES: 14 CFR part 91; FAA-H-8083-25; Aeronautical Navigation Charts; Chart Supplements; 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, Chart Supplements, and other flight publications.
9. Completes a navigation log and simulates filing a VFR flightplan.

E. TASK: NATIONAL AIRSPACE SYSTEM

REFERENCES: 14 CFR parts 71, 91; Aeronautical 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 ofairspace:

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

2. Special use and other airspace areas.
3. TFRs.

F. TASK: OPERATION OF SYSTEMS

REFERENCES: FAA-H-8083-25; Gyroplane Flight Manual/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 followingsystems, 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 andlimitations 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 thegyroplane’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 leastthree (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 evaluator 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: FLIGHT DECK MANAGEMENT

REFERENCES: FAA-H-8083-21, FAA-H-8081-25; Gyroplane Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to efficient flightdeck 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

REFERENCES: FAA-H-8083-21, FAA-H-8083-25; 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 theeffect 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

REFERENCES: 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 andhow 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 flight deck.
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

A. TASK: RADIO COMMUNICATIONS

NOTE: If the aircraft is not radio equipped, this TASK shall be testedorally for procedures ONLY.

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.

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 appropriateairspeed, ±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 runway, and taxiway operations with emphasis on runway incursionavoidance.
2. Properly identifies and interprets airport runway and taxiway signs, markings and lighting.

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

NOTE: For single-seat applicants, the evaluator 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 knowledgeof 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 knowledgeof 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.
3. Maintains proper directional control during acceleration on the surface and manages rotor RPM.
4. Lifts off and remains in ground effect while accelerating to recommended climb airspeed.
5. Maintains recommended 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.

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: 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.
6. Completes the appropriate checklist.

V. AREA OF OPERATION: PERFORMANCE MANEUVERS

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 evaluator 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 evaluator.
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 evaluator shall select at least one ground reference maneuver.

NOTE: For single-seat applicants, the evaluator 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 ±15°.
7. Maintains the entry altitude throughout the maneuver, ±100 feet and airspeed, ±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 deadreckoning, 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

REFERENCES: 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 directedby the evaluator.
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 evaluator 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 equipmentmalfunctions.
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 evaluator shall select TASK A.

A. TASK: AFTER LANDING, PARKING, AND SECURING

REFERENCES: FAA-H-8083-21, FAA-H-8083-25; 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 a post flight inspection and secures the aircraft.

Section 3

Sport Pilot

Glider

Applicant's Practical Test Checklist

Appointment with Evaluator

Evaluator's Name_____

Location _____

Date/Time_____

ACCEPTABLE AIRCRAFT

- ☐ Aircraft Documents:
  - Airworthiness Certificate
  - Registration Certificate
  - 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, Chart Supplements, and Appropriate Publications

PERSONAL RECORDS

- ☐ Identification—Photo/Signature ID
- ☐ Pilot Certificate
- ☐ Medical Certificate, Driver's License, or show compliance with 14 CFR part 68
- ☐ Completed FAA Form 8710-11, Application for an Airman Certificate and/or Rating—Sport Pilot
- ☐ AKTR
- ☐ Logbook with Instructor's Endorsement
- ☐ FAA Form 8060-5, Notice of Disapproval of Application (if applicable)
- ☐ Evaluator's Fee (if applicable)

Evaluator's Practical Test Checklist

Applicant's Name_____

Location_____

Date/Time_____

I. PREFLIGHT PREPARATION

- ☐ 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

- ☐ A. Assembly
- ☐ B. Ground Handling
- ☐ C. Preflight Inspection
- ☐ D. Flight Deck Management
- ☐ E. Visual Signals

III. AIRPORT AND GLIDERPORT OPERATIONS

- ☐ A. Radio Communications
- ☐ B. Traffic Patterns
- ☐ C. Airport Runway Markings and Lighting

IV. LAUNCHES AND LANDINGS

AERO TOW

- ☐ A. Before Takeoff Check
- ☐ B. Normal and Crosswind Takeoff
- ☐ C. Maintaining Tow Positions
- ☐ D. Slack Line
- ☐ E. Boxing the Wake
- ☐ F. Tow Release
- ☐ G. Abnormal Occurrences

GROUND TOW (AUTO OR WINCH)

- ☐ H. Before Takeoff Check
- ☐ I. Normal and Crosswind Takeoff
- ☐ J. Abnormal Occurrences

SELF-LAUNCH

- ☐ K. Engine Starting
- ☐ L. Taxiing
- ☐ M. Before Takeoff Check
- ☐ N. Normal and Crosswind Takeoff and Climb
- ☐ O. Engine Shutdown in Flight
- ☐ P. Abnormal Occurrences

LANDINGS

- ☐ Q. Normal and Crosswind Landing
- ☐ R. Slips to Landing
- ☐ S. Downwind Landing

V. PERFORMANCE SPEEDS

- ☐ A. Straight Glides
- ☐ 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

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; Glider Flight Manual/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, Glider Flight Manual/POH, 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 recordkeeping.

C. TASK: WEATHER INFORMATION

REFERENCES: 14 CFR part 91; AC 61-134; FAA-H-8083-25, FAA-H-8083-28; 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.
3. Describes the importance of avoiding adverse weather and inadvertent entry into IMC.
4. Explains courses of action to safely exit from an inadvertent IMC encounter.

D. TASK: NATIONAL AIRSPACE SYSTEM

REFERENCES: 14 CFR parts 71, 91; Aeronautical 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. TFRs.

E. TASK: OPERATION OF SYSTEMS

REFERENCES: FAA-H-8083-25; Glider Flight Manual/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/POH.

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 weightand 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/POH.

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 evaluator shall select at leastTASKs A, B, C, and E.

A. TASK: ASSEMBLY

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

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

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/POH.

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/POH.

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: FLIGHT DECK MANAGEMENT

REFERENCES: 14 CFR part 91; FAA-H-8083-13, FAA-H-8083-25; Glider Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to flightdeck 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 GLIDERPORTOPERATIONS

A. TASK: RADIO COMMUNICATIONS

NOTE: If the aircraft is not radio equipped, this TASK shall be testedorally for procedures ONLY.

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.
2. Selects appropriate frequencies.
3. Transmits using recommended phraseology.
4. Acknowledges radio communications.

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 andshall include procedures at nontowered airports, 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, runway and taxiway operations with emphasison runway incursion avoidance.
2. Properly identifies and interprets airport/gliderport base, runway and taxiway signs, markings and lighting.

IV. AREA OF OPERATION: LAUNCHES AND LANDINGS

NOTE: Evaluator shall select at least two takeoff and landingsTASKs based on the applicants selection of tow type.

AERO TOW

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

A. TASK: BEFORE TAKEOFF CHECK

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

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/POH.

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 evaluator.

GROUND TOW (AUTO OR WINCH)

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

H. TASK: BEFORE TAKEOFF CHECK

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

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, includingsignals, 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/POH.

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/POH.

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 evaluator.

SELF-LAUNCH

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

K. TASK: ENGINE STARTING

REFERENCE: Glider Flight Manual/POH.

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/POH.

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/POH.

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 detectmalfunctions.
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/POH.

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/POH.

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/POH.

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 evaluator.

LANDINGS

NOTE: For single-seat applicants, the evaluator 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/POH.

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 feetof a designated point.
7. Maintains control during the after-landing roll.

R. TASK: SLIPS TO LANDING

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

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 evaluator.

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

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 SPEEDS

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/POH.

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/POH.

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/POH.

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 atmosphericconditions, 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/POH.

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 configurationsand 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/POH.

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 withoutflaps, 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/POH.

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/POH.

Objective. To determine that the applicant exhibits knowledge of the elements related to a simulated off-airport landing, including selectionof 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/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: For single-seat applicants, the evaluator shall select TASK A.

A. TASK: AFTER-LANDING AND SECURING

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

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to after-landing and securing procedures, including local 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

Applicant's Practical Test Checklist

Appointment with Evaluator

Evaluator'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 Chart Supplements

PERSONAL RECORDS

- ☐ Identification—Photo/Signature ID
- ☐ Pilot Certificate
- ☐ Medical Certificate, Driver's License, or show compliance with 14 CFR part 68
- ☐ Completed FAA Form 8710-11, Application for an Airman Certificate and/or Rating—Sport Pilot
- ☐ AKTR
- ☐ Logbook with Instructor's Endorsement
- ☐ FAA Form 8060-5, Notice of Disapproval of Application (if applicable)
- ☐ Evaluator's Fee (if applicable)

Evaluator's Practical Test Checklist

Flight Instructor Airplane

Applicant's Name_____

Location_____

Date/Time_____

I. FUNDAMENTALS OF INSTRUCTING

Note: The evaluator must 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 evaluator must 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 BEPERFORMED IN FLIGHT

Note: The evaluator must select at least one maneuver TASK.

- ❑ A. Maneuver Lesson

Instructor applicants must be tested in the following areas of operation appropriate to the aircraft category/class instructor privileges they seek (refer to the appropriate category/class section of the PTS). Notes listed under each area of operation identify the TASKs that must be tested. In some cases the specific TASK is identified, in other cases a minimum number of TASKs are identified.

Evaluator's Practical Test Checklist

Flight Instructor Airplane (continued)

SEE SECTION 1 OF THE PTS

AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The evaluator must select two TASKs.

- ❑ 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)
- ❑ H. Performance and Limitations (ASEL and ASES)
- ❑ J. Principles of Flight (ASEL and ASES)

II. PREFLIGHT PROCEDURES

Note: The evaluator must select TASK A and one other TASK.

- ❑ A. Preflight Inspection (ASEL and ASES)
- ❑ B. Flight Deck 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

Note: The evaluator must select one TASK.

- ❑ A. Radio Communications (ASEL and ASES)
- ❑ B. Traffic Patterns (ASEL and ASES)
- ❑ C. Airport/Seaplane Base, Runway, And Taxiway Signs, Markings and Lighting (ASEL and ASES)

Evaluator's Practical Test Checklist

Flight Instructor Airplane (continued)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The evaluator must select one takeoff and one landing TASK in addition to TASKs K and L.

- ❑ 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 MANEUVERS

Note: The evaluator must select one TASK.

- ❑ A. Steep Turns (ASEL and ASES)

VI. GROUND REFERENCE SPEEDS

Note: The evaluator must select one TASK.

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

VII. NAVIGATION

Note: The evaluator must select one TASK.

- ❑ A. Pilotage and Dead Reckoning (ASEL and ASES)
- ❑ B. Diversion (ASEL and ASES)
- ❑ C. Lost Procedures (ASEL and ASES)

Evaluator's Practical Test Checklist

Flight Instructor Airplane (continued)

VIII. SLOW FLIGHT AND STALLS

Note: The evaluator must select TASKs A and D and one other TASK.

- ❑ 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

Note: The evaluator must select TASKs A and B.

- ❑ 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

Note: The evaluator must select TASK A and one other TASK for ASES.

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

Instructor's Proficiency Check Checklist

Flight Instructor Airplane

Applicant's Name_____

Location_____

Date/Time_____

I. FUNDAMENTALS OF INSTRUCTING

Note: The instructor may select any of the below listed FOI TASKs for a proficiency check. However, these TASKs are not required on a proficiency check.

- ❑ 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 instructor must 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 BEPERFORMED IN FLIGHT

Note: The instructor must select at least one maneuver TASK**.**

☐ Maneuver Lesson

Instructor applicants must be tested in the following areas of operation appropriate to the aircraft category/class instructor privileges they seek (refer to the appropriate category/class section of the PTS). Notes listed under each area of operation identify the TASKs that must be tested. In some cases the specific TASK is identified, in other cases a minimum number of TASKs are identified.

Instructor's Proficiency Check Checklist

Flight Instructor Airplane (continued)

SEE SECTION 1 OF THE PTS AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The instructor must select two TASKs.

- ❑ 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)
- ❑ H. Performance and Limitations (ASEL and ASES)
- ❑ J. Principles of Flight (ASEL and ASES)

II. PREFLIGHT PROCEDURES

Note: The instructor must select TASK A and one other TASK.

- ❑ A. Preflight Inspection (ASEL and ASES)
- ❑ B. Flight Deck 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

Note: The instructor must select TASK C.

- ❑ A. Radio Communications (ASEL and ASES)
- ❑ B. Traffic Patterns (ASEL and ASES)
- ❑ C. Airport/Seaplane Base, Runway, And Taxiway Signs, Markings and Lighting (ASEL and ASES)

Instructor's Proficiency Check Checklist

Flight Instructor Airplane (continued)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The instructor must select one takeoff and one landing TASK in addition to TASKs K and L.

- ❑ 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 MANEUVERS

Note: The instructor must select one TASK.

- ❑ A. Steep Turns (ASEL and ASES)

VI. GROUND REFERENCE MANEUVERS

Note: The instructor must select one TASK.

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

VII. NAVIGATION

Note: The instructor must select one TASK.

- ❑ A. Pilotage and Dead Reckoning (ASEL and ASES)
- ❑ B. Diversion (ASEL and ASES)
- ❑ C. Lost Procedures (ASEL and ASES)

Instructor's Proficiency Check Checklist

Flight Instructor Airplane (continued)

VIII. SLOW FLIGHT AND STALLS

Note: The instructor must select TASKs A and D and one other TASK.

- ❑ 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

Note: The instructor must select TASKs A and B.

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

X. POSTFLIGHT PROCEDURES

Note: The instructor must select TASK A and one other TASK for ASES.

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

Evaluator's Practical Test Checklist

Flight Instructor Gyroplane

Applicant's Name_____

Location_____

Date/Time_____

I. FUNDAMENTALS OF INSTRUCTING

Note: The evaluator must 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 evaluator must 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: The evaluator must select at least one maneuver TASK.

- ❑ A. Maneuver Lesson

Instructor applicants must be tested in the following areas of operation appropriate to the aircraft category/class instructor privileges they seek (refer to the appropriate category/class section of the PTS). Notes listed under each area of operation identify the TASKs that must be tested. In some cases the specific TASK is identified, in other cases a minimum number of TASKs are identified.

Evaluator's Practical Test Checklist

Flight Instructor Gyroplane (continued)

SEE SECTION 2 OF THE PTS AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The evaluator must select TASKs F and I.

- ❑ 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

Note: The evaluator must select TASK A and one other TASK.

- ❑ A. Preflight Inspection
- ❑ B. Flight Deck Management
- ❑ C. Engine Starting
- ❑ D. Taxiing
- ❑ E. Before Takeoff Check

III. AIRPORT OPERATIONS

Note: The evaluator must select TASK C.

- ❑ A. Radio Communications
- ❑ B. Traffic Patterns
- ❑ C. Airport Runway Markings and Lighting

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The evaluator must select Two Takeoff and Two Landing TASKs.

- ❑ A. Normal and Crosswind Takeoff and Climb
- ❑ B. Normal and Crosswind Approach and Landing
- ❑ C. Soft-Field Takeoff and Climb
- ❑ D. Soft-Field Approach and Landing
- ❑ E. Go-Around/Rejected Landing

Evaluator's Practical Test Checklist

Flight Instructor Gyroplane (continued)

V. PERFORMANCE MANEUVERS

Note: The evaluator must select TASK A.

- ❑ A. Steep Turns

VI. GROUND REFERENCE MANEUVERS

Note: The evaluator must select one TASK.

- ❑ A. Rectangular Course
- ❑ B. S-Turns
- ❑ C. Turns Around a Point

VII. NAVIGATION

Note: The evaluator must select one TASK.

- ❑ A. Pilotage and Dead Reckoning
- ❑ B. Diversion
- ❑ C. Lost Procedures

VIII. FLIGHT AT SLOW AIRSPEEDS

Note: The evaluator must select TASK B.

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

IX. EMERGENCY OPERATIONS

Note: The evaluator must select TASKs A and B.

- ❑ 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

Note: The evaluator must select TASK A.

- ❑ A. After Landing, Parking, and Securing

Instructor's Proficiency Check Checklist

Flight Instructor Gyroplane

Applicant's Name_____

Location_____

Date/Time_____

I. FUNDAMENTALS OF INSTRUCTING

Note: The instructor may select any of the below listed FOI TASKs for a proficiency check. However, these TASKs are notrequired on a proficiency check.

- ❑ 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 instructor must select TASK D and at least one otherTASK.

- ❑ 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 BEPERFORMED IN FLIGHT

Note: The instructor must select at least one maneuver TASK.

- ❑ A. Maneuver Lesson

Instructor applicants must be tested in the following areas of operation appropriate to the aircraft category/class instructor privileges they seek (refer to the appropriate category/class section of the PTS). Notes listed under each area of operation identify the TASKs that must be tested. In some cases the specific TASK is identified, in other cases a minimum number of TASKs are identified.

Instructor's Proficiency Check Checklist

Flight Instructor Gyroplane (continued)

SEE SECTION 2 OF THE PTS AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The instructor must select TASKs F and I.

- ❑ 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

Note: The instructor must select TASK A and one other TASK.

- ❑ A. Preflight Inspection
- ❑ B. Flight Deck Management
- ❑ C. Engine Starting
- ❑ D. Taxiing
- ❑ E. Before Takeoff Check

III. AIRPORT OPERATIONS

Note: The instructor must select TASK C.

- ❑ A. Radio Communications
- ❑ B. Traffic Patterns
- ❑ C. Airport Runway Markings and Lighting

Instructor's Proficiency Check Checklist

Flight Instructor Gyroplane (continued)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The instructor must select two Takeoff and two LandingTASKs.

- ❑ A. Normal and Crosswind Takeoff and Climb
- ❑ B. Normal and Crosswind Approach and Landing
- ❑ C. Soft-Field Takeoff and Climb
- ❑ D. Soft-Field Approach and Landing
- ❑ E. Go-Around/Rejected Landing

V. PERFORMANCE MANEUVERS

Note: The instructor must select TASK A.

- ❑ A. Steep Turns

VI. GROUND REFERENCE MANEUVERS

Note: The instructor must select one TASK.

- ❑ A. Rectangular Course
- ❑ B. S-Turns
- ❑ C. Turns Around a Point

VII. NAVIGATION

Note: The instructor must select one TASK.

- ❑ A. Pilotage and Dead Reckoning
- ❑ B. Diversion
- ❑ C. Lost Procedures

VIII. FLIGHT AT SLOW AIRSPEEDS

Note: The instructor must select TASK B.

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

Instructor's Proficiency Check Checklist

Flight Instructor Gyroplane (continued)

IX. EMERGENCY OPERATIONS

Note: The instructor must select TASKs A and B.

- ❑ 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

Note: The instructor must select TASK A.

- ❑ A. After Landing, Parking, and Securing

Instructor's Proficiency Check Checklist

Flight Instructor Glider

Applicant's Name _____

Location _____

Date/Time _____

I. FUNDAMENTALS OF INSTRUCTING

Note: The instructor may select any of the below listed FOI TASKs for a proficiency check. However, these TASKs are not required ona proficiency check.

- ❑ 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 instructor must select TASK D and at least one otherTASK.

- ❑ 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: The instructor must select at least one maneuver TASK.

- ❑ A. Maneuver Lesson

Instructor applicants must be tested in the following areas of operation appropriate to the aircraft category/class instructor privileges they seek (refer to the appropriate category/class section of the PTS). Notes listed under each area of operation identify the TASKs that must be tested. In some cases the specific TASK is identified, in other cases a minimum number of TASKs are identified.

Instructor's Proficiency Check Checklist

Flight Instructor—Glider (continued)

SEE SECTION 3 OF THE PTS AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The instructor must select TASKs E and H.

- ❑ 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

Note: The instructor must select TASK A.

- ❑ A. Assembly
- ❑ B. Ground Handling
- ❑ C. Preflight Inspection
- ❑ D. Flight Deck Management
- ❑ E. Visual Signals

III. AIRPORT AND GLIDERPORT OPERATIONS

Note: The instructor must select TASK C.

- ❑ A. Radio Communications
- ❑ B. Traffic Patterns
- ❑ C. Airport Runway Markings and Lighting

IV. LAUNCHES AND LANDINGS

Note: The instructor must select one landing TASK and one other TASK based on the applicants qualifications.

AERO TOW

- ❑ A. Before Takeoff Check
- ❑ B. Normal and Crosswind Takeoff
- ❑ C. Maintaining Tow Positions
- ❑ D. Slack Line
- ❑ E. Boxing The Wake
- ❑ F. Tow Release
- ❑ G. Abnormal Occurrences

Instructor's Proficiency Check Checklist

Flight Instructor Glider (continued)

GROUND TOW (AUTO OR WINCH)

- ❑ H. Before Takeoff Check
- ❑ I. Normal and Crosswind Takeoff
- ❑ J. Abnormal Occurrences

SELF-LAUNCH

- ❑ K. Engine Starting
- ❑ L. Taxiing
- ❑ M. Before Takeoff Check
- ❑ N. Normal And Crosswind Takeoff And Climb
- ❑ O. Engine Shutdown in Flight
- ❑ P. Abnormal Occurrences

LANDINGS

- ❑ Q. Normal and Crosswind Landing
- ❑ R. Slips To Landing
- ❑ S. Downwind Landing

V. PERFORMANCE SPEEDS

- ❑ A. Straight Glides
- ❑ 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

Note: The instructor must select TASK A.

- ❑ A. Flight Preparation and Planning

VIII. SLOW FLIGHT AND STALLS

Note: The instructor must select TASK B.

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

Instructor's Proficiency Check Checklist

Flight Instructor Glider (continued)

IX. EMERGENCY OPERATIONS

Note: The instructor must select TASK A.

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

X. POSTFLIGHT PROCEDURES

Note: The instructor must select TASK A.

- ❑ A. After-Landing and Securing

Evaluator's Practical Test Checklist

Flight Instructor Glider

Applicant's Name_____

Location_____

Date/Time_____

I. FUNDAMENTALS OF INSTRUCTING

Note: The evaluator must 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 evaluator must select TASK D and at least one otherTASK.

- ❑ 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: The evaluator must select at least one maneuver TASK.

- ❑ A. Maneuver Lesson

Instructor applicants must be tested in the following areas of operation appropriate to the aircraft category/class instructor privileges they seek (refer to the appropriate category/class sectionof the PTS). Notes listed under each area of operation identify the TASKs that must be tested. In some cases the specific TASK is identified, in other cases a minimum number of TASKs are identified.

Evaluator's Practical Test Checklist

Flight Instructor Glider (continued)

SEE SECTION 3 OF THE PTS AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The evaluator must select two TASKs.

- ❑ 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

Note: The evaluator must select one TASK.

- ❑ A. Assembly
- ❑ B. Ground Handling
- ❑ C. Preflight Inspection
- ❑ D. Flight Deck Management
- ❑ E. Visual Signals

III. AIRPORT AND GLIDERPORT OPERATIONS

Note: The evaluator must select one TASK.

- ❑ A. Radio Communications
- ❑ B. Traffic Patterns
- ❑ C. Airport Runway Markings and Lighting

Evaluator's Practical Test Checklist

Flight Instructor Glider (continued)

IV. LAUNCHES AND LANDINGS

Note: The evaluator must select one landing TASK and one other TASK based on the applicants qualifications.

AERO TOW

- ❑ A. Before Takeoff Check
- ❑ B. Normal and Crosswind Takeoff
- ❑ C. Maintaining Tow Positions
- ❑ D. Slack Line
- ❑ E. Boxing The Wake
- ❑ F. Tow Release
- ❑ G. Abnormal Occurrences

GROUND TOW (AUTO OR WINCH)

- ❑ H. Before Takeoff Check
- ❑ I. Normal and Crosswind Takeoff
- ❑ J. Abnormal Occurrences

SELF-LAUNCH

- ❑ K. Engine Starting
- ❑ L. Taxiing
- ❑ M. Before Takeoff Check
- ❑ N. Normal And Crosswind Takeoff And Climb
- ❑ O. Engine Shutdown in Flight
- ❑ P. Abnormal Occurrences

LANDINGS

- ❑ Q. Normal and Crosswind Landing
- ❑ R. Slips To Landing
- ❑ S. Downwind Landing

V. PERFORMANCE SPEEDS

- ❑ A. Straight Glides
- ❑ B. Turns To Headings
- ❑ C. Steep Turns
- ❑ D. Minimum Sink Airspeed
- ❑ E. Speed-To-Fly

Evaluator's Practical Test Checklist

Flight Instructor Glider (continued)

VI. SOARING TECHNIQUES

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

VII. NAVIGATION

Note: The evaluator must select TASK A.

- ❑ A. Flight Preparation and Planning

VIII. SLOW FLIGHT AND STALLS

Note: The evaluator must select TASK B.

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

IX. EMERGENCY OPERATIONS

Note: The evaluator must select TASK A.

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

X. POSTFLIGHT PROCEDURES

Note: The evaluator must select TASK A.

- ❑ A. After-Landing and Securing

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 evaluator 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.

Throughout this PTS the following titles: ASI, pilot examiner (other than administrative pilot examiners), TCE, chief instructor, assistant chief instructor, check instructor of pilot school holding examining authority, or authorized instructor (if applicable; e.g., proficiency check) will be referred to as an evaluator.

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 inthe standards at a more precise level than that indicated in the sport pilot tolerances.
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 practical test standards. 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.

For the purposes of this flight instructor section, a proficiency check is an evaluation of aeronautical knowledge and flight proficiency in accordance with 14 CFR part 61, section 61.419. A proficiency check shall be administered using the appropriate PTS for the category of aircraft when 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 evaluator 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. Flight instructors must also be tested on TASKS located in the appropriate category/class section the PTS. Those TASKs are listed in the evaluator's practical test checklist and the instructor's proficiency check checklist. The mandatory TASKs are identified by a note locatedin each area of operation. In some cases specific TASKs are identified. In other cases the evaluator /instructor selects one or more TASKs in an area of operation for evaluation. This allows for the practical test forinitial certification and additional privileges to be completed within a reasonable time frame.

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 evaluator 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 Performed in Flight* AREAS OF OPERATION. Additionally, the evaluator shall test the required TASK(s) listed in the evaluator’s practical test checklist, for the appropriate category. 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 their control, the evaluator 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 instructor’s proficiency check checklist in this section.

With the exception of the required TASKs, the evaluator 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 evaluator or authorized instructor shall evaluate the applicant’s ability to simultaneously demonstrate and explain procedures and maneuvers, and to give flight instruction to learners at various stages of flight training and levels of experience.

The evaluator or authorized instructor is expected to use good judgment in the performance of simulated emergency procedures. The evaluator 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

Evaluators 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. CFIT;
8. ADM and risk management;
9. checklist usage;
10. spatial disorientation;
11. TFR;
12. SRM and CRM;

13. wire strike avoidance;
14. SUA;
15. LAHSO;
16. aviation security; and
17. other areas deemed appropriate to any phase of the practical test or proficiency check.

The evaluator 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 learners in the exercise of sound judgment. The evaluator 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

14 CFR part 61, sections 61.39 and 61.403, provides for practical test and certification prerequisites.

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 must comply with 14 CFR part 61, section 61.419.

Evaluator Responsibility

The evaluator 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 evaluator or authorized instructor makes this determination when the applicant has successfully accomplished 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 evaluator or authorized instructor shall act as a learner during selected maneuvers. This will give the evaluator 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 evaluator 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.

Evaluators 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 evaluator or authorized instructor determines that a TASK is incomplete, or the outcome uncertain, the evaluator 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.

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 learners. 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 learners 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-8083-11, Balloon 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.

Initial Flight Instructor Certification Practical Test—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 evaluator shall refer to the evaluator's practical test checklist, for the appropriate category, located in this section, to determine the TASKs to be tested, in each AREA OF OPERATION. 14 CFR part 61, section 61.43(a), describes the satisfactory completion of the practical test for a certificate or rating.

Initial Flight Instructor Certification Practical Test—Unsatisfactory Performance

If, in the judgment of the evaluator, 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. 14 CFR part 61, section 61.43(c) – (f) provides additional unsatisfactory

performance requirements and parameters. The evaluator or applicant may discontinue the test at any time when the failure of an AREA OF OPERATION makes the applicant ineligible for the certificate 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 evaluator, any TASK may be re-evaluated, including those previously considered satisfactory.

Typical reasons for disqualification are:

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 evaluator);
3. any action or lack of action by the applicant which requires corrective intervention by the evaluator 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 evaluator 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 III, 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 instructor's proficiency check checklist, for the appropriate category, located in this section, to determine the TASKs to be tested, in 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 the required tasks in the required Areas of Operation.

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 Civil Aviation Registry within 10 days or submit the application through IACRA.

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 Civil Aviation Registry within 10 days or submit the application through IACRA. 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.

Typical reasons for disqualification are:

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 evaluator 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 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 Civil Aviation Registry within 10 days, or submit the application through IACRA, and endorse the applicant's logbook indicating the airman's additional privileges.

I. AREA OF OPERATION: FUNDAMENTALS OF INSTRUCTING

NOTE: The evaluator 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 learner, of the material or procedure presented.
4. Review and evaluation of learner 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 toavoid.
    b. responses to learner 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 ANDRESPONSIBILITIES

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 FAA Form 8710-11.

2. Flight instructor responsibilities in—

    a. providing learner 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 learner 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 evaluator shall select TASK D and at least one other TASK.

A. TASK: AEROMEDICAL FACTORS

REFERENCES: FAA-H-8083-3; 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 avoidanceby 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; 49 CFR part 830; FAA-H-8083-25; Aircraft Flight Manual/POH; Airship Flight Manual; 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 14 CFR 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 aircraft 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; FAA-H-8083-9.

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: Evaluator 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 learner.

A. TASK: MANEUVER LESSON

REFERENCES: FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-13, FAA-H-8083-21, FAA-H-8083-25; Glider Flight Manual/POH.

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 includingthe elements and common errors.
3. Using instructional aids, as appropriate.
4. Describing the recognition, analysis, and correction of common errors.

Note: Refer to the appropriate checklist for those the additional items that must be tested in sections 1, 2, or 3 of the PTS.