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

FAA-S-8081-31A

Sport Pilot and Sport Pilot Flight Instructor

Practical Test Standards

for

Powered Parachute Category

and

Weight-Shift-Control Aircraft Category

November 2023

FLIGHT STANDARDS SERVICE
Washington, DC 20591

Foreword

FAA-S-8081-31A, Sport Pilot and Sport Pilot Flight Instructor Practical Test Standards for Powered Parachute Category and Weight-Shift-Control Aircraft Category is published by the FAA to establish the standards for sport pilot practical tests and proficiency checks for the weight-shift-control, powered parachute, and flight instructor. FAA inspectors and designated evaluators shall conduct practical tests in compliance with these standards. Instructors and applicants should find these standards helpful in practical test preparation.

FAA-S-8081-31A supersedes FAA-S-8081-31, Sport Pilot Practical Test Standards for Weight Shift Control, Powered Parachute, and Flight Instructor with changes 1, 2, 3, and 4 dated December 2004.

Major Enhancements to Version FAA-S-8081-31A

- 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
    - Updated “Sport Pilot—Practical Test Prerequisites (Initial)” 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 Risk Management” section

- Added Note to Task C: Emergency Equipment and Survival Gear in Area of Operation IX: Emergency Operations in Section 1
- Revised “Flight Instructor Practical Test Section Description” section from “Flight Instructor Certificate With Sport Pilot Privileges” section in Section 3
- Removed “Sport Pilot Flight Instructor Prerequisites—Additional Privileges—Registered Ultra-light Instructor” section from “Flight Instructor Certificate With Sport Pilot Privileges” section in Section 3

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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 necessaryfor 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 shall 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 Weight-Shift-Control
Section 2—Sport Pilot Powered Parachute
Section 3—Sport Pilot Flight Instructor (The flight instructor section contains a separate introduction in section 3.)

The 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 portion of the practical test or proficiency check must be accomplished before the flight portion.**

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

WSCL—Weight-Shift-Control—Land
WSCS—Weight-Shift-Control—Sea
PPCL—Powered Parachute—Land
PPCS—Powered Parachute—Sea

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

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

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

This PTS is based on the following references.

14 CFR part 43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration
14 CFR part 61	Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 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; Air Traffic Service Routes; and Reporting Points
14 CFR part 91	General Operating and Flight Rules
AC 60-22	Aeronautical Decision Making
AC 60-28	FAA English Language Skill Standard for an FAA Certificate Issued Under 14 CFR Parts 61, 63, 65, and 107
AC 61-65	Certification: Pilot and Flight and Ground Instructors
AC 61-67	Stall and Spin Awareness Training
AC 61-134	General Aviation Controlled Flight Into Terrain Awareness
AC 90-23	Aircraft Wake Turbulence
AC 90-48	Pilots' Role in Collision Avoidance
AC 90-66	Non-Towered Airport Flight Operations
AC 91-69	Seaplane Safety for FAR Part 91 Operations Crew
AC 120-51	Crew Resource Management Training
FAA-H-8083-1	Aircraft Weight and Balance Handbook
FAA-H-8083-2	Risk Management Handbook
FAA-H-8083-3	Airplane Flying Handbook
FAA-H-8083-5	Weight-Shift Control Aircraft Flying Handbook
FAA-H-8083-9	Aviation Instructor's Handbook
FAA-H-8083-13	Glider Flying Handbook
FAA-H-8083-15	Instrument Flying Handbook
FAA-H-8083-21	Helicopter Flying Handbook
FAA-H-8083-23	Seaplane, Skiplane, and Float/Ski Equipped
FAA-H-8083-25	Pilot's Handbook of Aeronautical Knowledge
FAA-H-8083-28	Aviation Weather Handbook
FAA-H-8083-29	Powered Parachute Flying Handbook
AIM	Aeronautical Information Manual
AFM	Aircraft Flight Manual
NOTAM	Notice to Air Missions
Other	Pilot Operating Handbook/FAA-Approved Flight Manual Aeronautical Navigation Charts Seaplane Supplement Chart Supplements

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. 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
AGL	Above Ground Level
AIM	Aeronautical Information Manual
AKTR	Airman Knowledge Test Report
ATC	Air Traffic Control
CFIT	Controlled Flight into Terrain
CRM	Crew Resource Management
DPE	Designated Pilot Examiner
FAA	Federal Aviation Administration
GFA	Graphical Forecasts for Aviation
IACRA	Integrated Airman Certification and Rating Application
ID	Identification
IMC	Instrument Meteorological Conditions
NOTAM	Notice to Air Missions
NTSB	National Transportation Safety Board
PDF	Portable Document Format
POH	Pilot Operating Handbook
PPC	Powered Parachute
PPCL	Powered Parachute—Land
PPCS	Powered Parachute—Sea
PTS	Practical Test Standards
SAE	Specialty Aircraft Examiner
SFIE	Sport Flight Instructor Examiner
SOP	Standard Operating Procedures
SRM	Single-Pilot Resource Management
SS	Single-Seat
SUA	Special Use Airspace
TCE	Training Center Evaluator
TFR	Temporary Flight Restrictions
U.S.	United States
USCG	United States Coast Guard
VFR	Visual Flight Rules
WSC	Weight-Shift Control
WSCL	Weight-Shift Control—Land
WSCS	Weight-Shift Control—Sea

Use of the PTS

The FAA requires that all sport pilot and sport pilot flight instructor practical tests and proficiency checks are conducted in accordance with the appropriate sport pilot practical test standards. 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 appearin this 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 must 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, section 61.39 and subpart J, provides 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 operating an additional category or class of light-sport aircraft you must comply with 14 CFR part 61, section 61.419.

Aircraft and Equipment Required for the Practical Test/Proficiency Check

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 or privilege in accordance with 14 CFR part 61, section 61.321, to be added to a Sport Pilot Certificate or higher using a single-seat light-sport aircraft, providing the authorized instructor is an examiner. When an examiner conducts a proficiency check, they are acting in the capacity of an authorized instructor.

The authorized instructor must agree to conduct the practical test in a single seat light-sport aircraft and must ensure that the proficiency check is conducted in accordance with the sport pilot practical test standards for single-seat aircraft. Knowledge of all TASKs applicable to the category or class of aircraft will be evaluated orally. Those pilots seeking sport pilot privileges in a single-seat light-sport aircraft must 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 must 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 complete proficiency check; 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 remainingTASKs 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 applicableto 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 evaluator, 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 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 forthe certificate or privileges sought within the approved standards;
2. demonstrate mastery of the aircraft with the successful outcomeof each TASK performed never seriously in doubt;
3. demonstrate satisfactory proficiency and competency within theapproved 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 logbookindicating that the applicant is qualified to operate the additional sport pilot category/class of aircraft. The authorized instructor shall forward FAA Form 8710-11, Airman Certificate and/or Rating Application 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, Airman Certificate and/or Rating Application 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 witha list of the AREAS OF OPERATION and the specific TASKs notmeeting 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, Airman Certificate and/or Rating Application 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, Airman Certificate and/or Rating Application 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 Tests or Proficiency Checks

Numerous studies indicate that many accidents have occurred when the pilot has been distracted during critical phases of flight. To evaluate the 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 Airman Knowledge Test Report, is 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

Weight-Shift-Control

(WSCL and WSCS)

Applicant's Practical Test Checklist

Appointment with Evaluator:

Evaluator's Name_____

Location _____

Date/Time _____

ACCEPTABLE AIRCRAFT

☐ Aircraft Documents: Airworthiness Certificate, Registration Certificate, and Operating Limitations
☐ Aircraft Maintenance Records: Logbook Record of Airworthiness Inspections/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
☐ AKTR
☐ Logbook with Instructor's Endorsement
☐ FAA Form 8060-5, Notice of Disapproval Application (if applicable)
☐ Evaluator's Fee (if applicable)

Evaluator's Practical Test Checklist

Applicant's Name _____

Location _____

Date/Time _____

AREAS OF OPERATION

I. PREFLIGHT PREPARATION

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

II. PREFLIGHT PROCEDURES

☐ A. Assembly (WSCL and WSCS)
☐ B. Wing Tuning (WSCL and WSCS)
☐ C. Preflight Inspection (WSCL and WSCS)
☐ D. Flight Deck Management (WSCL and WSCS)
☐ E. Engine Starting (WSCL and WSCS)
☐ F. Taxiing (WSCL)
☐ G. Taxiing and Sailing (WSCS)
☐ H. Before Takeoff Check (WSCL and WSCS)

III. AIRPORT AND SEAPLANE BASE OPERATIONS

☐ A. Radio Communications (WSCL and WSCS)
☐ B. Traffic Patterns (WSCL and WSCS)
☐ C. Airport Runway Markings and Lighting (WSCL and WSCS)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

☐ A. Normal and Crosswind Takeoff and Climb (WSCL and WSCS)
☐ B. Power-on and Crosswind Approach and Landing (WSCL and WSCS)
☐ C. Glassy Water Takeoff and Climb (WSCS)
☐ D. Glassy Water Approach and Landing (WSCS)
☐ E. Rough Water Takeoff and Climb (WSCS)
☐ F. Rough Water Approach and Landing (WSCS)
☐ G. Steep Approach to a Landing (WSCL and WSCS)
☐ H. Go-around/Rejected Landing (WSCL and WSCS)

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☐ A. Steep Turns (WSCL and WSCS)

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☐ B. S-Turns (WSCL and WSCS)
☐ C. Turns Around a Point (WSCL and WSCS)

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☐ B. Power-off Stall (WSCL and WSCS)
☐ C. Whip Stall and Tumble Awareness (WSCL and WSCS)

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☐ B. Systems and Equipment Malfunctions (WSCL and WSCS)
☐ C. Emergency Equipment and Survival Gear (WSCL and WSCS)
☐ D. Recovery from a Spiral Dive (WSCL and WSCS)

X. POSTFLIGHT PROCEDURES

☐ A. After Landing, Parking, and Securing (WSCL and WSCS)
☐ B. Anchoring (WSCS)
☐ C. Docking and Mooring (WSCS)
☐ D. Ramping/Beaching (WSCS)

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS (WSCL and WSCS)

REFERENCES: 14 CFR parts 43, 61, 91; FAA-H-8083-5, FAA-H-8083-25; Aircraft 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, Aircraft Flight Manual/POH, and flight training supplement.
    c. weight and balance data and/or equipment list, as applicable.

B. TASK: AIRWORTHINESS REQUIREMENTS (WSCL and WSCS)

REFERENCES: 14 CFR part 91; FAA-H-8083-5, 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 (as required by the operating limitations).
    b. procedures and limitations for determining if an aircraft, with inoperative instruments and/or equipment, is airworthy or in a condition for safe operation.

2. Explaining—

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

C. TASK: WEATHER INFORMATION (WSCL and WSCS)

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
2. specific category/class aircraft by consulting weather reports, charts, and forecasts from aeronautical weather reporting sources.
3. Makes a competent "go/no-go" decision based on available weather information.
4. Describes the importance of avoiding adverse weather and inadvertent entry into IMC.
5. Explains courses of action to safely exit from an inadvertent IMC encounter.

D. TASK: CROSS-COUNTRY FLIGHT PLANNING (WSCL and WSCS)

REFERENCES: 14 CFR part 91; FAA-H-8083-25; 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. Determines 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 flight plan.

E. TASK: NATIONAL AIRSPACE SYSTEM (WSCL and WSCS)

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

F. TASK: OPERATION OF SYSTEMS (WSCL and WSCS)

REFERENCES: FAA-H-8083-5, FAA-H-8083-25; Aircraft 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 following systems, if applicable:

1. Wing control and trim.
2. Water rudders, if applicable.
3. Powerplant and propeller, if applicable.
4. Landing gear.
5. Fuel, oil, hydraulic, and coolant system (if liquid cooled).
6. Electrical.
7. Avionics and auxiliary equipment (if installed).
8. Pitot-static, vacuum/pressure, and associated flight instruments, as appropriate.

G. TASK: AEROMEDICAL FACTORS (WSCL and WSCS)

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 (WSCS)

REFERENCE: FAA-H-8083-5, 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.
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 (WSCS)

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 (WSCL and WSCS)

REFERENCES: FAA-H-8083-1, FAA-H-8083-5, FAA-H-8083-23, FAA-H-8083-25; Aircraft Flight Manual/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 center of gravity on weight shift performance.
3. Describes the effects of atmospheric conditions on the weight shift's performance.
4. Explains the effects and hazards of high wind, referencing the ground speed, high rates of turn and power requirements on making downwind turns in close proximity to the ground.

K. TASK: PRINCIPLES OF FLIGHT (WSCL and WSCS)

REFERENCES: FAA-H-8083-5, FAA-H-8083-25; Aircraft Flight Manual/POH.

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

1. Forces acting on a weight shift machine in various flight maneuvers.
2. Weight shift stability and controllability.
3. Loads and load factors.
4. Angle of attack, stalls and stall recovery, including flight situations in which unintentional stalls may occur.
5. Effects and use of wing control, including the purpose and proper technique for use.

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

NOTE: For single-seat applicants, the evaluator shall select at least TASKs A, B, C, E, and one other TASK as applicable.

A. TASK: ASSEMBLY (WSCL AND WSCS)

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

REFERENCES: FAA-H-8083-5; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the assembly procedures following the manufacturer's procedures.
2. Selects a suitable assembly area and provides sufficient crewmembers for assembly.
3. Follows the 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 inspections, including a control check.

B. TASK: WING TUNING (WSCL and WSCS)

REFERENCES: FAA-H-8083-5; Aircraft Flight Manual/POH.

Objective: To determine that the applicant:

1. Exhibits knowledge of the elements related to wing tuning procedures.
2. Describes the correct procedures for tuning the wing to fly straight.
3. Describes the correct procedures for tuning the wing to fly faster or slower.
4. Exhibits knowledge of the relationship between speed and stability with regard to wing tuning.

C. TASK: PREFLIGHT INSPECTION (WSCL and WSCS)

REFERENCES: FAA-H-8083-5; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

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

D. TASK: FLIGHT DECK MANAGEMENT (WSCL and WSCS)

REFERENCES: FAA-H-8083-5; FAA-H-8083-25; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

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

E. TASK: ENGINE STARTING (WSCL and WSCS)

REFERENCES: FAA-H-8083-5; FAA-H-8083-25; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to recommended engine starting procedures.
2. Positions the weight-shift-control aircraft properly considering structures, surface conditions, other aircraft, and the safety of nearby persons and property.

F. TASK: TAXIING (WSCL)

REFERENCES: FAA-H-8083-5, FAA-H-8083-25; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

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

G. TASK: TAXIING AND SAILING (WSCS)

REFERENCES: FAA-H-8083-5, FAA-H-8083-23; USCG Navigation Rules; International-Inland; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to water taxiing and sailing procedures.
2. Positions the wing properly for the existing wind conditions.
3. Plans and follows the most favorable course while taxi or sailing considering wind, water current, water conditions and maritime regulations.
4. Uses the appropriate idle, plow, or step taxi technique.
5. Uses wing, 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.

H. TASK: BEFORE TAKEOFF CHECK (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5, FAA-H-8083-23; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the before takeoff check. This shall include the reasons for checking each item and how to detect malfunctions.
2. Positions the weight-shift-control aircraft properly considering other aircraft/vessels, wind and surface conditions.
3. Divides attention inside and outside the flight deck.
4. Ensures that engine temperature is suitable for takeoff.
5. Accomplishes the before takeoff checklist and ensures the weight-shift-control aircraft is in safe operating condition.
6. Reviews takeoff performance airspeeds, takeoff distances, departure, and emergency procedures.
7. Avoids runway incursions and/or ensures no conflict with traffic prior to taxiing into takeoff position.
8. Completes the appropriate checklist.

III. AREA OF OPERATION: AIRPORT AND SEAPLANE BASE OPERATIONS

A. TASK: RADIO COMMUNICATIONS (WSCL and WSCS)

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

REFERENCES: 14 CFR part 91; FAA-H-8083-5, 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 (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5, FAA-H-8083-25; AC 90-66; AIM.

Objective. To determine that the applicant:

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

C. TASK: AIRPORT RUNWAY MARKINGS AND LIGHTING (WSCL and WSCS)

REFERENCES: FAA-H-8083-5, FAA-H-8083-23, FAA-H-8083-25; AIM.

Objective. To determine that the applicant:

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

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

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

A. TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB (WSCL and WSCS)

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-8083-5, FAA-H-8083-23; POH/AFM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal crosswind takeoff and climb, including rejected takeoff procedures.
2. Positions the wing for the existing wind conditions.
3. Clears the area; taxies into the takeoff position and aligns the weight-shift-control aircraft on the runway center/takeoff path.
4. Advances the throttle smoothly to takeoff power. (WSCS)
5. Establishes and maintains the most efficient planing/lift off attitude and corrects for porpoising and skipping. (WSCS)
6. Lifts off at the recommended airspeed and accelerates to appropriate climb speed.
7. Establishes a pitch attitude that will maintain appropriate climb speed +10/−5 knots or speed recommended by the Aircraft Flight Manual/POH to maintain control if you have an engine failure.
8. Maintains takeoff power to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.

B. TASK: POWER-ON AND CROSSWIND APPROACH AND LANDING (WSCL and WSCS)

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-8083-5, FAA-H-8083-23; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a power-on and crosswind approach and landing.
2. Adequately surveys the intended landing area. (WSCS)
3. Considers the wind conditions, landing surface, obstructions, and selects a suitable touchdown point.
4. Establishes the recommended approach and landing configuration (water rudders down) and airspeed, and adjusts pitch attitude and power as required.
5. Maintains a stabilized approach and recommended airspeed.
6. Makes smooth, timely, and correct control application during the roundout and touchdown.
7. Contacts the water at the proper pitch attitude. (WSCS)
8. Touches down smoothly at appropriate airspeed. (WSCL)
9. Touches down at or within 400 feet beyond a specified point, with no drift, and with the weight-shift-control aircraft's flight path aligned with and over the runway center/landing path.
10. Maintains directional control throughout the approach and landing sequence.

C. TASK: GLASSY WATER TAKEOFF AND CLIMB (WSCS)

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

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to glassy water takeoff and climb.
2. Positions the wing for the existing conditions.
3. Clears the area; selects an appropriate takeoff path considering surface hazards and/or vessels and surface conditions.
4. 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 aircraft from the water considering surface conditions.
7. Establishes proper attitude/airspeed, and accelerates to best climb or speed recommended by the Aircraft Flight Manual/POH +10/−5 knots during the climb.
8. Maintains takeoff power to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout takeoff and climb.

D. TASK: GLASSY WATER APPROACH AND LANDING (WSCS)

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

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/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 (water rudders down) and airspeed, and adjusts pitch attitude and power as required.
6. Maintains a stabilized approach and the recommended approach airspeed, or speed recommended by the Aircraft Flight Manual/POH, +10/−5 knots and maintains a touchdown pitch attitude and descent rate from the last altitude reference until touchdown.
7. Makes smooth, timely, and correct power and control adjustments to maintain proper pitch attitude and rate of descent to touchdown.
8. Contacts the water in the proper pitch attitude, and slows to idle taxi speed.
9. Maintains directional control throughout the approach and landing sequence.

E. TASK: ROUGH WATER TAKEOFF AND CLIMB (WSCS)

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

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to rough water takeoff and climb.
2. Positions the wing for the existing conditions.
3. Clears the area; selects an appropriate takeoff path considering wind, swells surface hazards and/or vessels.
4. Establishes and maintains an appropriate planing attitude, directional control, and corrects for porpoising, skipping, or excessive bouncing.
5. Lifts off at minimum airspeed and accelerates to best climb or speed recommended by the Aircraft Flight Manual/POH, +10/−5 knots before leaving ground effect.
6. Maintains takeoff power to a safe maneuvering altitude.
7. Maintains directional control and proper wind-drift correction throughout takeoff and climb.

F. TASK: ROUGH WATER APPROACH AND LANDING (WSCS)

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

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/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 (water rudders down) and airspeed, and adjusts pitch attitude and power as required.
6. Maintains a stabilized approach and the recommended approach airspeed, +10/−5 knots with wind gust factor applied.
7. Makes smooth, timely, and correct power and control application during the roundout and touch down.
8. Contacts the water in the proper pitch attitude, and at the proper airspeed, considering the type of rough water.
9. Maintains directional control throughout the approach and landing sequence.

G. TASK: STEEP APPROACH TO A LANDING (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a steep approach to a landing.
2. Adequately surveys the intended landing area. (WSCS)
3. Considers the wind conditions, landing surface and obstructions, and selects a suitable touchdown point.
4. Demonstrates effective use of controls at the point from which a landing can be made using steep approach techniques.
5. Establishes a ground track aligned with the runway centerline and an airspeed, which results in minimum float during the roundout.
6. Makes smooth, timely, and correct control application during the recovery from the maneuvers, the roundout, and the touchdown.
7. Contacts the water at the proper pitch attitude. (WSCS)
8. Touches down smoothly at appropriate airspeed. (WSCS)
9. Touches down smoothly at an appropriate speed, at or within 400 feet beyond a specified point, with no side drift, and with the weight shift aircraft's ground track aligned with and over the runway centerline.
10. Maintains directional control throughout the approach and landing.

H. TASK: GO-AROUND/REJECTED LANDING (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/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 best climb and maintains appropriate climb or speed recommended by the Aircraft Flight Manual/POH +10/−5 knots.
4. Maneuvers to the side of the runway/landing area to clear and avoid conflicting traffic.
5. Maintains takeoff power to a safe maneuvering altitude.
6. Maintains directional control and proper wind-drift correction throughout the climb.

V. AREA OF OPERATION: PERFORMANCE MANEUVERS

A. TASK: STEEP TURNS (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to steep turns.
2. Establishes the manufacturers recommended airspeed.
3. Rolls into a 360° turn; maintains a 45° bank.
4. Performs the task in opposite direction, as specified by the evaluator.
5. Divides attention between aircraft control and orientation.
6. Maintains the entry altitude ±100 feet, airspeed ±10 knots, bank ±10°, and rolls out on the entry heading ±10°.

VI. AREA OF OPERATION: GROUND REFERENCE MANEUVERS

NOTE: The evaluator shall select at least one TASK.

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

A. TASK: RECTANGULAR COURSE (WSCL and WSCS)

REFERENCE: FAA-H-8083-3, FAA-H-8083-5.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a rectangular course.
2. Selects a suitable reference area.
3. Plans the maneuver so as to not descend below 400 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 aircraft control and the ground track.
6. Maintains altitude, ±100 feet; maintains airspeed, ±10 knots.

B. TASK: S-TURNS (WSCL and WSCS)

REFERENCE: FAA-H-8083-3, FAA-H-8083-5.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to S-turns.
2. Selects a suitable ground reference line.
3. Plans the maneuver so as to not descend below 400 feet above the ground perpendicular to the selected reference line.
4. Applies adequate wind-drift correction to track a constant radius turn on each side of the selected reference line.
5. Reverses the direction of turn directly over the selected reference line.
6. Divides attention between aircraft control and the ground track.
7. Maintains altitude, ±100 feet; maintains airspeed, ±10 knots.

C. TASK: TURNS AROUND A POINT (WSCL and WSCS)

REFERENCE: FAA-H-8083-3, FAA-H-8083-5.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to turns around a point.
2. Selects a suitable ground reference point.
3. Plans the maneuver so as to not descend below 400 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 aircraft control and the ground track.
6. Maintains altitude, ±100 feet; maintains airspeed, ±10 knots.

VII. AREA OF OPERATION: NAVIGATION

A. TASK: PILOTAGE AND DEAD RECKONING (WSCL and WSCS)

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 aircraft's position within 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 (WSCL and WSCS)

REFERENCES: FAA-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 (WSCL and WSCS)

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 (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to maneuvering during slow flight.
2. Selects an entry altitude that will allow the task to be completed no lower than 1,000 feet AGL.
3. Establishes and maintains a minimum flying airspeed.
4. Accomplishes straight-and-level flight, turns, climbs, and descents specified by the evaluator.
5. Divides attention between weight-shift-control aircraft control and orientation.
6. Maintains the specified altitude, ±100 feet; specified heading, ±10°; airspeed, +10/−5 knots, and specified angle of bank, ±10°.

B. TASK: POWER-OFF STALL (WSCL and WSCS)

REFERENCES: AC 61-67; FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/ POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to power-off stalls.
2. Selects an entry altitude that 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. Transitions smoothly from the approach or landing attitude to a pitch attitude that will induce a stall.
4. 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.
5. Recognizes and recovers promptly after the stall occurs by simultaneously reducing the angle of attack, increasing power to maximum allowable, and leveling the wing to return to a straight-and-level flight attitude with a minimum loss of altitude appropriate for the weight-shift-control aircraft.
6. Accelerates to normal speed; returns to the altitude, heading, and airspeed specified by the evaluator.

C. TASK: WHIP STALL AND TUMBLE AWARENESS (WSCL and WSCS)

NOTE: The applicant's knowledge of whipstall and tumble awareness shall be evaluated through oral testing only.

REFERENCES: AC 61-67; FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/ POH.

Objective. To determine that the applicant exhibits knowledge of the elements related to whip stall and tumble awareness by explaining:

1. Elements related to whip stalls and tumbles.
2. Flight situations where unintentional whip stalls and tumbles may occur.
3. The techniques used to avoid whipstalls and tumbles.
4. The likely results of executing a whip stall or tumble.

IX. AREA OF OPERATION: EMERGENCY OPERATIONS

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

A. TASK: EMERGENCY APPROACH AND LANDING (SIMULATED) (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to emergency approach and landing procedures, including energy management.
2. Establishes and maintains the recommended best glide and airspeed, ±10 knots.
3. Selects a suitable landing area.
4. Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.
5. Prepares for landing, or go-around, as specified by the evaluator.

B. TASK: SYSTEMS AND EQUIPMENT MALFUNCTIONS (WSCL and WSCS)

REFERENCES: FAA-H-8083-5, FAA-H-8083-25; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to system and equipment malfunctions appropriate to the weight-shift-control aircraft provided for the practical test.
2. Analyzes the situation and takes appropriate action for simulated emergencies appropriate to the weight-shift-control aircraft 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. flight instruments malfunction.
    h. pitot/static.
    i. landing gear malfunction.
    j. smoke/fire/engine compartment fire.
    k. inadvertent prop strike.
    l. ballistic recovery system if applicable.
    m. any other emergency appropriate to the weight shift aircraft.

3. Follows the appropriate procedure.

C. TASK: EMERGENCY EQUIPMENT AND SURVIVAL GEAR (WSCL and WSCS)

NOTE: This TASK shall be evaluated orally.

REFERENCES: FAA-H-8083-5, FAA-H-8083-23; AC 91-69; Aircraft 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. mountainous terrain.
2. large bodies of water.
3. desert conditions.
4. extreme temperature changes.

D. TASK: RECOVERY FROM A SPIRAL DIVE (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5; Aircraft Flight Manual/POH.

NOTE: This maneuver must be demonstrated in flight. The maneuver must be initiated at altitudes above 2,500 feet AGL or the manufacturer's recommended altitude, whichever is higher.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to spiral dive recovery.
2. Selects an entry altitude that allows the task to be completed no lower than 1,000 feet AGL.
3. Establishes an airspeed that will allow a steep turn without stalling.
4. Rolls into a turn of at least 45 degrees but less than the manufacturer's bank angle limitations.
5. Reduces the throttle to establish a stabilized descent.
6. Recovers by simultaneously reducing the throttle to idle, pulling in the control bar, and leveling the wings.
7. Controls pitch, airspeed, and G-forces to prevent a stall or exceeding the manufacturer's maximum airspeed limitation.

X. AREA OF OPERATION: POSTFLIGHT PROCEDURES

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

NOTE: For single-seat applicants, the evaluator shall select TASK A and for WSCS applicants at least one other TASK.

A. TASK: AFTER LANDING, PARKING, AND SECURING (WSCL and WSCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-5, FAA-H-8083-23; Aircraft Flight Manual/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 and lighting.
4. Parks in an appropriate area, considering the safety of nearby persons and property.
5. Follows the appropriate procedure for engine shutdown.
6. Conducts an appropriate postflight inspection and secures the aircraft wing while exiting the aircraft, and properly securing the aircraft in high wind conditions.
7. Completes the appropriate checklist.

B. TASK: ANCHORING (WSCS)

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to anchoring.
2. Selects a suitable area for anchoring, considering aircraft 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 aircraft's security.

C. TASK: DOCKING AND MOORING (WSCS)

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/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 aircraft security.

D. TASK: RAMPING/BEACHING (WSCS)

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/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 aircraft in a manner that will protect it from the harmful effect of wind, waves, and changes in water level.

Section 2

Sport Pilot

Powered Parachute

(PPCL and PPCS)

Applicant's Practical Test Checklist

Appointment with Evaluator

Evaluator's Name_____

Location _____

Date/Time _____

ACCEPTABLE AIRCRAFT

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

PERSONAL EQUIPMENT

☐ Current Aeronautical Chart
☐ 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
☐ AKTR
☐ Logbook with Instructor's Endorsement
☐ FAA Form 8060-5, Notice of Disapproval Application (if applicable)
☐ Evaluator 's Fee (if applicable)

Evaluator's Practical Test Checklist

Applicant's Name_____

Location_____

Date/Time_____

AREAS OF OPERATION

I. PREFLIGHT PREPARATION

- ☐ A. Certificates and Documents (PPCL and PPCS)
- ☐ B. Airworthiness Requirements (PPCL and PPCS)
- ☐ C. Weather Information (PPCL and PPCS)
- ☐ D. Cross-Country Flight Planning (PPCL and PPCS)
- ☐ E. National Airspace System (PPCL and PPCS)
- ☐ F. Operation of Systems (PPCL and PPCS)
- ☐ G. Aeromedical Factors (PPCL and PPCS)
- ☐ H. Water And Powered Parachute—Sea Characteristics (PPCS)
- ☐ I. Seaplane Bases, Maritime Rules, and Aids To Marine Navigation (PPCS)
- ☐ J. Performance and Limitations (PPCL and PPCS)
- ☐ K. Principles of Flight (PPCL and PPCS)

II. PREFLIGHT PROCEDURES

- ☐ A. Preflight Inspection (PPCL and PPCS)
- ☐ B. Canopy Layout (PPCL and PPCS)
- ☐ C. Engine Warm Up/Starting (PPCL and PPCS)
- ☐ D. Flight Deck Management (PPCL and PPCS)
- ☐ E. Taxiing (Canopy Inflated) (PPCL and PPCS)
- ☐ F. Taxiing and Sailing (PPCS)
- ☐ G. Before Takeoff Check (PPCL and PPCS)

III. AIRPORT AND SEAPLANE BASE OPERATIONS

- ☐ A. Radio Communications (PPCL and PPCS)
- ☐ B. Traffic Patterns (PPCL and PPCS)
- ☐ C. Airport Runway Markings and Lighting (PPCL and PPCS)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- ☐ A. Normal Takeoff and Climb (PPCL and PPCS)
- ☐ B. Normal Approach and Landing (PPCL and PPCS)
- ☐ C. Glassy Water Takeoff and Climb (PPCS)
- ☐ D. Glassy Water Approach and Landing (PPCS)
- ☐ E. Rough Water Takeoff and Climb (PPCS)
- ☐ F. Rough Water Approach and Landing (PPCS)
- ☐ G. Go-around/Rejected Landing (PPCL and PPCS)

V. PERFORMANCE MANEUVERS

☐ A. Constant Altitude Turns (PPCL and PPCS)

VI. GROUND REFERENCE MANEUVERS

☐ A. Rectangular Course (PPCL and PPCS)
☐ B. S-Turns (PPCL and PPCS)
☐ C. Turns Around a Point (PPCL and PPCS)

VII. NAVIGATION

☐ A. Pilotage and Dead Reckoning (PPCL and PPCS)
☐ B. Diversion (PPCL and PPCS)
☐ C. Lost Procedures (PPCL and PPCS)

VIII. EMERGENCY OPERATIONS

☐ A. Emergency Approach and Landing (Simulated) (PPCL and PPCS)
☐ B. Systems and Equipment Malfunctions (PPCL and PPCS)
☐ C. Emergency Equipment and Survival Gear (PPCL and PPCS)

IX. POSTFLIGHT PROCEDURES

☐ A. After Landing, Parking, and Securing (PPCL and PPCS)
☐ B. Anchoring (PPCS)
☐ C. Docking and Mooring (PPCS)
☐ D. Ramping/Beaching (PPCS)

I. AREA OF OPERATION: PREFLIGHT PREPARATION

A. TASK: CERTIFICATES AND DOCUMENTS (PPCL and PPCS)

REFERENCES: 14 CFR parts 43, 61, 91; FAA-H-8083-25, FAA-H-8083-29; Aircraft 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, and flight training supplement.
    c. weight and balance data and/or equipment list, as applicable.

B. TASK: AIRWORTHINESS REQUIREMENTS (PPCL and PPCS)

REFERENCES: 14 CFR part 91; FAA-H-8083-25, FAA-H-8083-29; 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 (as required by the operating limitations).
    b. procedures and limitations for determining if the aircraft, with inoperative instruments and/or equipment, is airworthy or in a condition for safe operation.

2. Explaining—

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

C. TASK: WEATHER INFORMATION (PPCL and PPCS)

REFERENCES: 14 CFR part 91; AC 61-134; FAA-H-8083-25, FAA-H-8083-28, FAA-H-8083-29; 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 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 (PPCL and PPCS)

REFERENCES: 14 CFR part 91; FAA-H-8083-25, FAA-H-8083-29; 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. Determines headings, flight time, and fuel requirements.
7. Selectsappropriate 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 plan and simulates filing a VFR flight plan.

E. TASK: NATIONAL AIRSPACE SYSTEM (PPCL and PPCS)

REFERENCES: 14 CFR parts 71, 91; Navigation Charts; FAA-H-8083-29; 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.

F. TASK: OPERATION OF SYSTEMS (PPCL and PPCS)

REFERENCES: FAA-H-8083-25, FAA-H-8038-29; Aircraft 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 following systems, if applicable:

1. Canopy/riser and control system.
2. Flight instruments and engine instruments.
3. Landing gear.
4. Engine and propeller.
5. Fuel, oil, electrical and coolant system (if liquid cooled).
6. Avionics and auxiliary equipment, as installed.

G. TASK: AEROMEDICAL FACTORS (PPCL and PPCS)

REFERENCES: FAA-H-8083-25, FAA-H-8083-29; 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. stress and fatigue.
    g. dehydration.
    h. hypothermia

H. TASK: WATER AND POWERED PARACHUTE—SEA CHARACTERISTICS (PPCS)

REFERENCE: FAA-H-8083-23.

Objective. To determine that the applicant exhibits knowledge of the elements related to water and powered parachute—sea 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 aircraft performance.
3. Causes of porpoising and skipping, and the pilot action required to prevent or correct these occurrences.

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

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 (PPCL and PPCS)

REFERENCES: FAA-H-8083-1, FAA-H-8083-23, FAA-H-8083-25, FAA-H-8032-29.

Objective. To determine the applicant:

1. Exhibits knowledge of the elements related to performance and limitations by explaining the effects of temperature, altitude, humidity, and wind.
2. Determines if weight and center of gravity is within limits.
3. Describes the effects of atmospheric conditions on the PPC’s performance and limitations.
4. Explains the effects and hazards of high winds, referencing the ground speed, high rates of turn, and power requirements on making downwind turns in close proximity to the ground.

K. TASK: PRINCIPLES OF FLIGHT (PPCL and PPCS)

REFERENCES: FAA-H-8083-1, FAA-H-8083-25, FAA-H-8083-29.

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

1. Aerodynamics with respect to steering.
2. Propeller/Engine Torque Compensation.
3. Pendulum effect in PPCs.
4. Load factor effects in level flight and turns.
5. Wing flaring characteristics.
6. Explain the characteristics of improper chute rigging.

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

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

A. TASK: PREFLIGHT INSPECTION (PPCL and PPCS)

REFERENCES: FAA-H-8038-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to preflight inspection. This shall include which items must be inspected, the reasons for checking each item, and how to detect possible defects.
2. Inspects the powered parachute with reference to an appropriate checklist, or procedure.
3. Ensures that risers are properly attached and the chute is properly trimmed.
4. Verifies the powered parachute is in condition for safe flight.

B. TASK: CANOPY LAYOUT (PPCL and PPCS)

REFERENCES: FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements of canopy layout.
2. Explains how to identify a line-over and demonstrates how to remove a line-over.
3. Verifies that canopy and riser system is laid out properly and in condition for inflation.
4. Demonstrates the ability to untwist twisted canopy suspension/ steering lines.
5. Verifies suspension and steering lines are not tangled or twisted.

C. TASK: ENGINE WARM UP/STARTING (PPCL and PPCS)

REFERENCES: FAA-H-8083-25, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to recommended engine starting/warm up procedures.
2. Positions the powered parachute properly considering structures, surface conditions, other aircraft, and the safety of nearby persons and property.

D. TASK: FLIGHT DECK MANAGEMENT (PPCL and PPCS)

REFERENCES: FAA-H-8083-25, FAA-H-8083-29; Aircraft Flight Manual/ POH.

Objective. To determine that the applicant:

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

E. TASK: TAXIING (CANOPY INFLATED) (PPCL and PPCS)

REFERENCES: FAA-H-8083-25, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements of taxiing with canopy inflated.
2. Positions PPC properly for existing wind conditions.
3. Monitors position and shape of canopy/riser system during taxi.
4. Centers the chute using power and steering as required.
5. Avoids other aircraft and ground hazards.
6. Controls direction and speed for 100 feet of forward movement.
7. Completes proper engine shutdown and canopy deflation procedure.

F. TASK: TAXIING AND SAILING (PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-29; USCG Navigation Rules; International-Inland; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to water taxi and sailing procedures.
2. Makes smooth and appropriate throttle applications as the canopy transitions from ground pickup through maximum drag to water taxi position.
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, 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 PPC base signs, signals, and clearances.

G. TASK: BEFORE TAKEOFF CHECK (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-29; Aircraft Flight Manual/ POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to the before takeoff check. This shall include the reasons for checking each item and how to detect malfunctions.
2. Reviews takeoff performance, takeoff distances, departure, and emergency procedures.
3. Positions the powered parachute properly considering wind, other aircraft, and surface conditions.
4. Ensures that engine temperature is suitable for run-up and takeoff.
5. Ensures the powered parachute is in safe operating condition.
6. Avoids runway incursions and/or ensures no conflict with traffic.

III. AREA OF OPERATION: AIRPORT AND SEAPLANE BASE OPERATIONS

A. TASK: RADIO COMMUNICATIONS (PPCL and PPCS)

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

REFERENCES: 14 CFR part 91; FAA-H-8083-25, FAA-H-8083-29; 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. Receives, acknowledges and complies with radio communications and complies with instructions.

B. TASK: TRAFFIC PATTERNS (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-25, FAA-H-8083-29; AC 90-66; AIM.

Objective. To determine that the applicant:

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

C. TASK: AIRPORT RUNWAY MARKINGS AND LIGHTING (PPCL and PPCS)

REFERENCES: FAA-H-8083-23, FAA-H-8083-25, FAA-H-8083-29; AIM.

Objective. To determine that the applicant:

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

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

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

A. TASK: NORMAL TAKEOFF AND CLIMB (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to normal takeoff and climb operations and rejected takeoff procedures.
2. Clears the area.
3. Divides attention inside and outside the flight deck/cart.
4. Makes smooth and appropriate throttle applications as the canopy transitions from ground pickup through maximum drag to taxi position.
5. Checks canopy, ensuring that all end cells are fully inflated and canopy is centered, lines are free and unobstructed and in condition for takeoff.
6. Retracts the water rudders as appropriate, advances the throttle smoothly to takeoff power. (PPCS)
7. Establishes and maintains the most efficient planing/climb attitude and corrects for porpoising and skipping. (PPCS)
8. Maintains takeoff power to a safe maneuvering altitude.
9. Maintains directional control and proper wind-drift correction throughout the takeoff and climb.
10. Complies with noise abatement procedures.

B. TASK: NORMAL APPROACH AND LANDING (PPCL and PPCS)

NOTE: The applicant's knowledge of minimizing crosswind elements shall be evaluated through oral testing.

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a normal approach and landing.
2. Adequately surveys the intended landing area. (PPCS)
3. Considers the wind conditions, landing surface, obstructions, and selects a suitable touchdown point.
4. Establishes the recommended approach and landing configuration and adjusts power as required.
5. Maintains a stabilized approach.
6. Makes smooth, timely, and correct control application during the flare and touchdown.
7. Contacts the water at the proper pitch attitude. (PPCS)
8. Touches down smoothly. (PPCS)
9. Maintains directional control throughout the approach and landing sequence and touchdown.
10. Completes proper engine shutdown and canopy deflation procedure.

C. TASK: GLASSY WATER TAKEOFF AND CLIMB (PPCS)

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

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to glassy water takeoff and climb.
2. Clears the area; selects an appropriate takeoff path considering surface hazards and/or vessels and surface conditions.
3. Retracts the water rudders as appropriate; advances the throttle smoothly to takeoff power.
4. Establishes and maintains an appropriate planing attitude, directional control, and corrects for porpoising, skipping, and increases in water drag.
5. Utilizes appropriate techniques to lift PPCS from the water considering surface conditions.
6. Establishes proper attitude.
7. Maintains takeoff power to a safe maneuvering altitude.
8. Maintains directional control and proper wind-drift correction throughout takeoff and climb.

D. TASK: GLASSY WATER APPROACH AND LANDING (PPCS)

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

REFERENCES: FAA-H-8083-23, FAA-H-8083-25; Aircraft Flight Manual/ 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, and adjusts power as required.
6. Makes smooth, timely, and correct power and control adjustments to maintain proper pitch attitude and rate of descent to touchdown.
7. Contacts the water in the proper pitch attitude. Maintains directional control throughout the approach and landing sequence.

E. TASK: ROUGH WATER TAKEOFF AND CLIMB (PPCS)

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

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/ POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to rough water takeoff and climb.
2. Clears the area; selects an appropriate takeoff path considering wind, swells surface hazards, and/or vessels.
3. Retracts the water rudders as appropriate; advances the throttle smoothly to takeoff power.
4. Establishes and maintains an appropriate planing attitude, directional control, and corrects for porpoising, skipping, or excessive bouncing.
5. Maintains takeoff power to a safe maneuvering altitude.
6. Maintains directional control and proper wind-drift correction throughout takeoff and climb.

F. TASK: ROUGH WATER APPROACH AND LANDING (PPCS)

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

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/ 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 adjusts power as required.
6. Makes smooth, timely, and correct power and control inputs during the roundout and touch down.
7. Contacts the water in the proper pitch attitude, considering the type of rough water.
8. Maintains directional control throughout the approach and landing sequence.

G. TASK: GO-AROUND/REJECTED LANDING (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-29; Aircraft Flight Manual/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.
4. Retracts the water rudders as appropriate, after a positive rate of climb is established. (PPCS)
5. Maneuvers to the side of the runway/landing area to clear and avoid conflicting traffic, if appropriate.
6. Maintains appropriate power to a safe maneuvering altitude.
7. Maintains directional control and proper wind-drift correction throughout the climb.

V. AREA OF OPERATION: PERFORMANCE MANEUVER

A. TASK: CONSTANT ALTITUDE TURNS (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to constant altitude turns.
2. Plans the maneuver no lower than 200 feet AGL.
3. Rolls into a constant bank 360° turn.
4. Performs the task in the opposite direction, as specified by the evaluator.
5. Divides attention between powered parachute control and orientation.
6. Maintains altitude, ±100 feet, 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 (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-29.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a rectangular course.
2. Selects a suitable reference area, considering all obstacles.
3. Plans the maneuver so as to not descend below 200 feet above ground level 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 powered parachute control and the ground track while maintaining coordinated flight.
6. Maintains altitude, ±100 feet.

B. TASK: S-TURNS (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-29.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to S-turns.
2. Selects a suitable ground reference line, considering all obstacles.
3. Plans the maneuver so as to not descend below 200 feet above the ground.
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 powered parachute control and the ground track while maintaining coordinated flight.
7. Maintains altitude, ±100 feet.

C. TASK: TURNS AROUND A POINT (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-29.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to turns around a point.
2. Selects a suitable ground reference point, considering all obstacles.
3. Plans the maneuver so as to not descend below 200 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 powered parachute control and the ground track while maintaining coordinated flight.
6. Maintains altitude, ±100 feet.

VII. AREA OF OPERATION: NAVIGATION

A. TASK: PILOTAGE AND DEAD RECKONING

REFERENCE: FAA-H-8083-25, FAA-H-8083-29.

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 aircraft's position within 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 heading, ±15.

B. TASK: DIVERSION

REFERENCES: FAA-H-8083-25, FAA-H-8083-29; 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 heading, ±15°.

C. TASK: LOST PROCEDURES

REFERENCES: FAA-H-8083-25, FAA-H-8083-29; 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: EMERGENCY OPERATIONS

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

A. TASK: EMERGENCY APPROACH AND LANDING (SIMULATED) (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to emergency approach and landing procedures.
2. Analyzes the situation and selects an appropriate course of action.
3. Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.
4. Prepares for landing or go-around, as specified by the evaluator.

B. TASK: SYSTEMS AND EQUIPMENT MALFUNCTIONS (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to causes, indications, and pilot actions for various systems and equipment malfunctions.
2. Analyzes the situation and takes action, appropriate to the aircraft 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. propeller.
    g. any other emergency unique to the powered parachute flown.

C. TASK: EMERGENCY EQUIPMENT AND SURVIVAL GEAR (PPCL and PPCS)

REFERENCES: AC 91-69; FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-29; Aircraft Flight Manual/POH; AIM.

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.

IX. AREA OF OPERATION: POSTFLIGHT PROCEDURES

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

A. TASK: AFTER LANDING, PARKING, AND SECURING (PPCL and PPCS)

REFERENCES: FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-29; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to after landing, parking, and securing procedures.
2. Observes runway hold lines and other surface control markings and lighting.
3. Parks in an appropriate area, considering the safety of nearby persons and property.
4. Follows the appropriate procedure for engine shutdown.
5. Protects canopy/riser system from the hot engine while stowing/ securing.

B. TASK: ANCHORING (PPCS)

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/POH.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to anchoring.
2. Selects a suitable area for anchoring, considering PPCS's 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 PPCS's security.

C. TASK: DOCKING AND MOORING (PPCS)

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/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 PPCS security.

D. TASK: RAMPING/BEACHING (PPCS)

REFERENCES: FAA-H-8083-23; Aircraft Flight Manual/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 PPCS in a manner that will protect it from the harmful effect of wind, waves, and changes in water level.

Section 3

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/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
☐ 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 Application (if applicable)
☐ Evaluator 's Fee (if applicable)

Evaluator's Practical Test Checklist

Flight Instructor—Weight-Shift-Control

Applicant's Name _____

Location _____

Date/Time _____

I. FUNDAMENTAL 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 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 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.

AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The evaluator must select TASKs J and K and two other TASKs.

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

II. PREFLIGHT PROCEDURES

Note: The evaluator must select two TASKs.

- ☐ A. Assembly (WSCL and WSCS)
- ☐ B. Wing Tuning (WSCL and WSCS)
- ☐ C. Preflight Inspection (WSCL and WSCS)
- ☐ D. Flight Deck Management (WSCL and WSCS)
- ☐ E. Engine Starting (WSCL and WSCS)
- ☐ F. Taxiing (WSCL)
- ☐ G. Taxiing and Sailing (WSCS)
- ☐ H. Before Takeoff Check (WSCL and WSCS)

III. AIRPORT AND SEAPLANE BASE OPERATIONS

N**ote: The evaluator must select one TASK.**

- ☐ A. Radio Communications (WSCL and WSCS)
- ☐ B. Traffic Patterns (WSCL and WSCS)
- ☐ C. Airport Runway Markings and Lighting (WSCL and WSCS)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The evaluator must select TASK H and one takeoff/landing TASK.

- ☐ A. Normal and Crosswind Takeoff and Climb (WSCL and WSCS)
- ☐ B. Power-on and Crosswind Approach and Landing (WSCL and WSCS)
- ☐ C. Glassy Water Takeoff and Climb (WSCS)
- ☐ D. Glassy Water Approach and Landing (WSCS)
- ☐ E. Rough Water Takeoff and Climb (WSCS)
- ☐ F. Rough Water Approach and Landing (WSCS)
- ☐ G. Steep Approach to a Landing (WSCL and WSCS)
- ☐ **H. Go-Around/Rejected Landing (WSCL and WSCS)**

V. PERFORMANCE MANEUVER

Note: The evaluator must select TASK A.

☐ **A. Steep Turns (WSCL and WSCS)**

VI. GROUND REFERENCE MANEUVERS

Note: The evaluator must select one TASK.

☐ A. Rectangular Course (WSCL and WSCS)
☐ B. S-Turns (WSCL and WSCS)
☐ C. Turns Around a Point (WSCL and WSCS)

VII. NAVIGATION

Note: The evaluator must select one TASK.

☐ A. Pilotage and Dead Reckoning (WSCL and WSCS)
☐ B. Diversion (WSCL and WSCS)
☐ C. Lost Procedures (WSCL and WSCS)

VIII. SLOW FLIGHT AND STALL

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

☐ A. Maneuvering During Slow Flight (WSCL and WSCS)
☐ B. Power-off Stall (WSCL and WSCS)
☐ **C. Whip Stall and Tumble Awareness (WSCL and WSCS)**

IX. EMERGENCY OPERATIONS

Note: The evaluator must select TASK A, and one other other task for WSCS.

☐ **A. Emergency Approach and Landing (Simulated) (WSCL and WSCS)**
☐ B. Systems and Equipment Malfunctions (WSCL and WSCS)
☐ C. Emergency Equipment and Survival Gear (WSCL and WSCS)

X. POSTFLIGHT PROCEDURES

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

☐ **A. After Landing, Parking, and Securing (WSCL and WSCS)**
☐ B. Anchoring (WSCS)
☐ C. Docking and Mooring (WSCS)
☐ D. Ramping/Beaching (WSCS)

Instructor's Proficiency Check Checklist

Flight Instructor—Weight-Shift-Control

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, the 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 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 instructor must select 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.

SEE SECTION 1 OF THE PTS AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The instructor must select TASKs F and K.

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

II. PREFLIGHT PROCEDURES

Note: The instructor must select two TASKs.

- ☐ A. Assembly (WSCL and WSCS)
- ☐ B. Wing Tuning (WSCL and WSCS)
- ☐ C. Preflight Inspection (WSCL and WSCS)
- ☐ D. Flight Deck Management (WSCL and WSCS)
- ☐ E. Engine Starting (WSCL and WSCS)
- ☐ F. Taxiing (WSCL)
- ☐ G. Taxiing and Sailing (WSCS)
- ☐ H. Before Takeoff Check (WSCL and WSCS)

III. AIRPORT AND SEAPLANE BASE OPERATIONS

Note: The instructor must select TASK C.

- ☐ A. Radio Communications (WSCL and WSCS)
- ☐ B. Traffic Patterns (WSCL and WSCS)
- ☐ **C. Airport Runway Markings and Lighting (WSCL and WSCS)**

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The instructor must select TASK H and one takeoff/ landing TASK.

- ☐ A. Normal and Crosswind Takeoff and Climb (WSCL and WSCS)
- ☐ B. Power-on and Crosswind Approach and Landing (WSCL and WSCS)
- ☐ C. Glassy Water Takeoff and Climb (WSCS)
- ☐ D. Glassy Water Approach and Landing (WSCS)
- ☐ E. Rough Water Takeoff and Climb (WSCS)
- ☐ F. Rough Water Approach and Landing (WSCS)
- ☐ G. Steep Approach to a Landing (WSCL and WSCS)
- ☐ **H. Go-around/Rejected Landing (WSCL and WSCS)**

V. PERFORMANCE MANEUVER

Note: The instructor must select TASK A.

☐ **A. Steep Turns (WSCL and WSCS)**

VI. GROUND REFERENCE MANEUVERS Note: The instructor must select one TASK.

☐ A. Rectangular Course (WSCL and WSCS)
☐ B. S-Turns (WSCL and WSCS)
☐ C. Turns Around a Point (WSCL and WSCS)

VII. NAVIGATION

Note: The instructor must select one TASK.

☐ A. Pilotage and Dead Reckoning (WSCL and WSCS)
☐ B. Diversion (WSCL and WSCS)
☐ C. Lost Procedures (WSCL and WSCS)

VIII. SLOW FLIGHT AND STALL

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

☐ A. Maneuvering During Slow Flight (WSCL and WSCS)
☐ B. Power-off Stall (WSCL and WSCS)
☐ **C. Whip Stall and Tumble Awareness (WSCL and WSCS)**

IX. EMERGENCY OPERATIONS

Note: The instructor must select TASK A.

☐ **A. Emergency Approach and Landing (Simulated) (WSCL and WSCS)**
☐ B. Systems and Equipment Malfunctions (WSCL and WSCS)
☐ C. Emergency Equipment and Survival Gear (WSCL and WSCS)

X. POSTFLIGHT PROCEDURES

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

☐ **A. After Landing, Parking, and Securing (WSCL and WSCS)**
☐ B. Anchoring (WSCS)
☐ C. Docking and Mooring (WSCS)
☐ D. Ramping/Beaching (WSCS)

Evaluator's Practical Test Checklist

Flight Instructor—Powered Parachute

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 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 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.

SEE SECTION 2 OF THE PTS AREAS OF OPERATION

I. PREFLIGHT PREPARATION

Note: The evaluator must select TASKs J and K and two other TASKs.

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

II. PREFLIGHT PROCEDURES

Note: The evaluator must select TASKs B and E.

- ☐ A. Preflight Inspection (PPCL and PPCS)
- ☐ **B. Canopy Layout (PPCL and PPCS)**
- ☐ C. Engine Warm Up/Starting (PPCL and PPCS)
- ☐ D. Flight Deck Management (PPCL and PPCS)
- ☐ **E. Taxiing (Canopy Inflated) (PPCL and PPCS)**
- ☐ F. Taxiing and Sailing (PPCS)
- ☐ G. Before Takeoff Check (PPCL and PPCS)

III. AIRPORT AND SEAPLANE BASE OPERATIONS Note: The evaluator must select one TASK.

- ☐ A. Radio Communications (PPCL and PPCS)
- ☐ B. Traffic Patterns (PPCL and PPCS)
- ☐ C. Airport Runway Markings and Lighting (PPCL and PPCS)

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The evaluator must select TASK G and one takeoff/landing TASK.

- ☐ A. Normal Takeoff and Climb (PPCL and PPCS)
- ☐ B. Normal Approach and Landing (PPCL and PPCS)
- ☐ C. Glassy Water Takeoff and Climb (PPCS)
- ☐ D. Glassy Water Approach and Landing (PPCS)
- ☐ E. Rough Water Takeoff and Climb (PPCS)
- ☐ F. Rough Water Approach and Landing (PPCS)
- ☐ **G. Go-around/Rejected Landing (PPCL and PPCS)**

V. PERFORMANCE MANEUVER

Note: The evaluator **must select TASK A.**

- ☐ **A. Constant Altitude Turns (PPCL and PPCS)**

VI. GROUND REFERENCE MANEUVERS Note: The evaluator **must select one TASK.**

☐ A. Rectangular Course (PPCL and PPCS)
☐ B. S-Turns (PPCL and PPCS)
☐ C. Turns Around a Point (PPCL and PPCS)

VII. NAVIGATION

Note: The evaluator must select one TASK.

☐ A. Pilotage and Dead Reckoning (PPCL and PPCS)
☐ B. Diversion (PPCL and PPCS)
☐ C. Lost Procedures (PPCL and PPCS)

VIII. EMERGENCY OPERATIONS

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

☐ **A. Emergency Approach and Landing (Simulated) (PPCL and PPCS)**
☐ B. Systems and Equipment Malfunctions (PPCL and PPCS)
☐ C. Emergency Equipment and Survival Gear (PPCL and PPCS)

IX. POSTFLIGHT PROCEDURES

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

☐ **A. After Landing, Parking, and Securing (PPCL and PPCS)**
☐ B. Anchoring (PPCS)
☐ C. Docking and Mooring (PPCS)
☐ D. Ramping/Beaching (PPCS)

Instructor's Proficiency Check Checklist

Flight Instructor—Powered Parachute

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 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 instructor must select 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.

SEE SECTION 2 OF THE PTS

I. PREFLIGHT PREPARATION

Note: The instructor must select TASKs F and K.

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

II. PREFLIGHT PROCEDURES

Note: The instructor must select TASKs B and E.

- ☐ A. Preflight Inspection (PPCL and PPCS)
- ☐ **B. Canopy Layout (PPCL and PPCS)**
- ☐ C. Engine Warm Up/Starting (PPCL and PPCS)
- ☐ D. Flight Deck Management (PPCL and PPCS)
- ☐ **E. Taxiing (Canopy Inflated) (PPCL and PPCS)**
- ☐ F. Taxiing and Sailing (PPCS)
- ☐ G. Before Takeoff Check (PPCL and PPCS)

III. AIRPORT AND SEAPLANE BASE OPERATIONS Note: The instructor must select TASK C.

- ☐ A. Radio Communications (PPCL and PPCS)
- ☐ B. Traffic Patterns (PPCL and PPCS)
- ☐ **C. Airport Runway Markings and Lighting (PPCL and PPCS)**

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The instructor must select TASK G and one takeoff/landing TASK.

- ☐ A. Normal Takeoff and Climb (PPCL and PPCS)
- ☐ B. Normal Approach and Landing (PPCL and PPCS)
- ☐ C. Glassy Water Takeoff and Climb (PPCS)
- ☐ D. Glassy Water Approach and Landing (PPCS)
- ☐ E. Rough Water Takeoff and Climb (PPCS)
- ☐ F. Rough Water Approach and Landing (PPCS)
- ☐ **G. Go-around/Rejected Landing (PPCL and PPCS)**

V. PERFORMANCE MANEUVER

Note: The instructor must select TASK A.

- ☐ **A. Constant Attitude Turns (PPCL and PPCS)**

VI. GROUND REFERENCE MANEUVERS Note: The instructor must select one TASK.

☐ A. Rectangular Course (PPCL and PPCS)
☐ B. S-Turns (PPCL and PPCS)
☐ C. Turns Around a Point (PPCL and PPCS)

VII. NAVIGATION

Note: The instructor must select one TASK.

☐ A. Pilotage and Dead Reckoning (PPCL and PPCS)
☐ B. Diversion (PPCL and PPCS)
☐ A. Lost Procedures (PPCL and PPCS)

VIII. EMERGENCY OPERATIONS

Note: The instructor must select TASK A.

☐ **A. Emergency Approach and Landing (Simulated) (PPCL and PPCS)**
☐ B. Systems and Equipment Malfunctions (PPCL and PPCS)
☐ C. Emergency Equipment and Survival Gear (PPCL and PPCS)

IX. POSTFLIGHT PROCEDURES

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

☐ **A. After Landing, Parking, and Securing (PPCL and PPCS)**
☐ B. Anchoring (PPCS)
☐ C. Docking and Mooring (PPCS)
☐ D. Ramping/Beaching (PPCS)

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 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.

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 this practical test standard. The flight instructor applicant must be prepared to demonstrate the ability to instruct effectively in **ALL** TASKs included in the AREAS OF OPERATION appropriate to the category/class unless otherwise noted.

For the purposes of this flight instructor section, aproficiency 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 his/her 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 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 determinethat 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 PTS. 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 3.

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.

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

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

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 givingeffective flight instruction;
2. failure to provide an effective instructional explanation while demonstrating a procedure or maneuver (explanation during thedemonstration 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 Additional Category/Class Privileges

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, including:

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

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, Airman Certificate and/or Rating Application to Civil Aviation Registry within 10 days or submit the application through IACRA.

Proficiency Check—Unsatisfactory Performance When Adding Additional Category/Class Privileges

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, Airman Certificate and/or Rating Application 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 givingeffective flight instruction;
2. failure to provide an effective instructional explanation while demonstrating a procedure or maneuver (explanation during thedemonstration 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, Airman Certificate and/or Rating Application 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, Airman Certificate and/or Rating Application 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 to avoid.
    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 AND RESPONSIBILITIES

REFERENCE: FAA-H-8083-9.

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

1. Aviation instructor responsibilities in—

   a. providing adequate instruction.
   b. establishing standards of performance.
   c. emphasizing the positive.
   d. developing plans of action for use during proficiency checks.
   e. completion of FAA Form 8710-11.

2. Flight instructor responsibilities in—

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

3. Professionalism as an instructor by—

   a. explaining important personal characteristics.
   b. describing methods to minimize 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, FAA-H-8083-5, FAA-H-8083-29; 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.

3. The effects of alcohol and drugs, and their relationship to flight safety.

B. TASK: VISUAL SCANNING AND COLLISION AVOIDANCE

REFERENCES: FAA-H-8083-3 FAA-H-8083-5, FAA-H-8083-25, FAA-H-8083-29; AC 90-48; AIM.

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

1. Relationship between a pilot's physical condition and vision.
2. Environmental conditions that degrade vision.
3. Vestibular and visual illusions.
4. "See and avoid" concept.
5. Proper visual scanning procedure.
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; AIM.

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

1. Availability and method of revision of 14 CFR parts 1, 61, 91, and 49 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 flight manuals by describing—

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

D. TASK: LOGBOOK ENTRIES AND CERTIFICATE ENDORSEMENTS

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

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

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

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

4. Required endorsement of a pilot logbook for the satisfactory completion of the required FAA flight review.
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-8083-5, FAA-H-8083-9, FAA-H-8083-25, FAA-H-8083-29; Aircraft 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, including the 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 additional items that must be tested in section 1 or 2 of the PTS.