



**SKILL TEST STANDARDS:
FLIGHT INSTRUCTOR – AEROPLANE MULTI ENGINE**

Foreword

The Flight Instructor—Aeroplane Skill Test Standards book has been published by the Civil Aviation Authority of the Philippines (CAAP) to establish the standards for the flight instructor certification skill tests for the aeroplane category and the multi-engine classes. CAAP inspectors and designated pilot examiners shall conduct skill tests in compliance with these standards. Flight instructors and applicants should find these standards helpful in skill test preparation.

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SECTION 1 GENERAL

1.1 INTRODUCTION

General Information

The Flight Standards Service of the Civil Aviation Authority of the Philippines (CAAP) has developed this skill test as the standard to be used by examiners when conducting flight instructor airplane skill tests. Instructors are expected to address all of the elements contained in this skill test standard (STS) when preparing applicants for skill tests. Applicants should be familiar with this STS and refer to these standards during their training.

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

This STS is also available for download, in pdf format, from the CAAP web site, www.caap.gov.

This STS is published by the Civil Aviation Authority of the Philippines, Airman Testing Standards

Skill Test Standards Concept

Philippine Civil Air Regulation part 2 specifies the Areas of Operation in which knowledge and skill must be demonstrated by the applicant before the issuance of a flight instructor certificate with the associated category and class ratings. The Philippine Civil Air Regulations provides the flexibility that permits the CAAP to publish skill test standards containing the Areas of Operation and specific Tasks in which competency must be demonstrated. The CAAP will revise this book whenever it is determined that changes are needed in the interest of safety. **Adherence to the provisions of regulations and the skill test standards is mandatory for the evaluation of flight instructor applicants.**

1.2 PURPOSE

This Advisory Circular (AC) provides guidance to individuals, organizations and examiner regarding the determination that an individual's skill level is adequate for the issuance of a Flight Instructor Rating/ License with the appropriate rating for—

- 1) Aeroplane Multi Engine Land, or
- 2) Aeroplane Multi Engine Sea,

1.3 STATUS OF THIS ADVISORY CIRCULAR

This is an original issuance of this AC.

1.4 BACKGROUND

- A. ICAO Standards in Annex 1, Personnel Licensing, require that, before issuing a Flight Instructor Rating /License, the State must assess the knowledge and skill of the individual to perform such operations.
 - B. Part 2 of the Philippines Civil Aviation Regulations establishes the specific requirements for Flight Instructor testing that parallel the ICAO Standards.
 - C. This AC provides amplified standards for a FI applicant and the person assigned to conduct the skill test for license
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1.5 APPLICABILITY

- A. These Skill Test Standards are for use by examiners for determination of an individual's fitness to be issued and continue to hold FI privileges.
- B. Flight instructors are expected to use these standards when preparing applicants for their FI skill tests.
- C. Applicants should be familiar with these skill test standards and refer to them during their training.

• Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

• Where a regulation contains the words "prescribed by the Authority," the AC may be considered to "prescribe" a viable method of compliance, but status of that "prescription" is always "guidance" (never regulation).

1.6 RELATED REGULATIONS

The following regulations are directly applicable to the guidance contained in this advisory circular—

- PCAR Part 2, Personnel Licensing
- PCAR Part 8, Operations of Aircraft

1.7 RELATED PUBLICATIONS

For further information on this topic, individuals, instructors and examiners are invited to consult the following publications—

- 1) Civil Aviation Authority of the Philippines (CAAP)
 - AC 02-021, Knowledge Testing
 - AC 02-006, STS Flight Testing
 - AC 02-012, STS CPL AME
 - AIP – Aeronautical Information Publication
- 2) Manufacturer of the aircraft to be used for the skill test
 - Pilot Operating Handbook, or
 - Approved Flight Manual
- 3) United States Federal Aviation Administration (FAA)
 - AC 00-45, Aviation Weather
 - FAA-H-8083-9A Aviation Instructor Handbook of Aeronautical Knowledge
 - FAA-H-8083-3B, Airplane Flying Handbook
 - FAA-H-8083-25, Pilot Handbook
 - FAA-P-8740-66, Flying Light Twins Safely
 - FAA-H-8083-23, Seaplane Operations Handbook
 - FAA-S-8081-6D, Flight Instructor PTS for Airplane (CAAP has adopted FAA PTS)
- 4) International Civil Aviation Organization (ICAO)
 - Annex, 1, Personnel Licensing

Copies may be obtained from the CAAP FSIS.

① Copies are normally available through flight schools and instructors.
② Contact the CAAP FSIS if unable to find copies.

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

1.8 DEFINITIONS & ACRONYMS

A. The following definitions are used in this advisory circular—

- 1) **Aircraft – category.** Classification of aircraft according to specified basic characteristics, e.g. aeroplane, rotorcraft, glider, lighter-than-air, powered-lift.
 - 2) **Competency.** A combination of skills, knowledge and attitudes required to perform task to the prescribed standard.
 - 3) **Crew resource management.** A program designed to improve the safety of flight operations by optimizing the safe, efficient, and effective use of human resources, hardware, and information through improved crew communication and coordination.
 - 4) **Error.** An action or inaction by the flight crew that leads to deviations from organizational or flight crew intentions or expectations.
 - 5) **Error management.** The process of detecting and responding to errors with Counter measures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired aircraft states.
 - 6) **Examiner.** A qualified person designated by the CAAP to conduct a proficiency test, a skill test for a license or rating, or a knowledge test under the Philippine regulations.
 - 7) **Flight simulation training device.** Any one of the following three types of apparatus in which flight conditions are simulated on the ground—
 - (a) A **flight simulator**, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
 - (b) A **flight procedures trainer**, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
 - (c) A **basic instrument flight trainer**, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions
 - 8) **Flight test.** For the purpose of this advisory circular, a portion of a skill test that includes Tasks that are normally accomplished while operating the aircraft.
 - 9) **Practical Test.** For the purpose of this advisory circular, a portion of the skill test that includes Tasks accomplished before the flight portion.
 - 10) **Rating.** An authorization entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license.
 - 11) **Scenario.** A plan of action that includes the provision for accomplishing each Task specified in the skill test standards in practical and logical manner.
 - 12) **Threat management.** The process of detecting and responding to threats with Counter measures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft states.
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- 13) **Threat.** Events or errors that occur beyond the influence of the flight crew, increase operational complexity and must be managed to maintain the margin of safety.

B. The following acronyms are used in this advisory circular—

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| 1) AC | - Advisory Circular |
| 2) ASEL | - Airplane Single-Engine Land |
| 3) ASES | - Airplane Single-Engine Sea |
| 4) ATC | - Air Traffic Control |
| 5) ATIS | - Automatic Terminal Information Service |
| 6) CAAP | - Civil Aviation Authority of the Philippines |
| 7) CFIT | - Controlled Flight into Terrain |
| 8) CRM | - Crew Resource Management |
| 9) FAC | - Formal Application Checklist |
| 10) FSIS | - Flight Standards Inspectorate Service |
| 11) PCAR | - Philippine Civil Aviation Regulations |
| 12) PEL | - Personnel Licensing |
| 13) FI | - Flight Instructor |
| 14) GPS | - Global Positioning System |
| 15) LAHSO | - Land and Hold Short Operations |
| 16) MEL | - Minimum Equipment List |
| 17) NOTAM | - Notice to Airmen |
| 18) PIREPS | - Pilot Weather Reports |
| 19) PCAR | - Philippine Civil Aviation Regulations |
| 20) PEL | - Personnel Licensing |
| 21) SIGMETS | - Significant Meteorological Information |
| 22) SRM | - Single Pilot Resource Management |
| 23) STS | - Skill Test Standards |
| 24) SUA | - Special Use Airspace |
| 25) TFR(s) | - Temporary Flight Restriction(s) |
| 26) V_{mc} | - Minimum Control with the Critical Engine Inoperative |
| 27) V_x | - Best Angle of Climb |
| 28) V_y | - Best Rate of Climb |
| 29) V_{xse} | - Best Single Engine Angle of Climb Airspeed |
| 30) V_{yse} | - Best Single Engine Rate of Climb Airspeed |
| 31) V_{sse} | - Safe, Intentional One Engine Inoperative Speed |
| 32) V_s | - Stalling Speed |
| 33) V_r | - Rotate Speed |
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SECTION 2 INTRODUCTORY INFORMATION

2.1 FLIGHT INSTRUCTOR – AEROPLANE SKILL TEST PREREQUISITES

An applicant for the Flight Instructor –Aeroplane Skill Test is required to—

- 1) Be at least 18 years of age;
- 2) Be able to read, speak, write, speak and understand the aviation English at least Level 4 (Operational);
- 3) Have passed the appropriate flight instructor knowledge test since the beginning of the 24th month before the month in which he or she takes the skill test;
- 4) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed;
- 5) Possess at least a current Class 1 medical certificate;
- 6) Have an endorsement from an authorized instructor certifying that the applicant—
 - (a) Has received and logged training time within 60 days preceding the date of application in preparation for the skill test, and
 - (b) Is prepared for the skill test; and
- 7) Also have an endorsement certifying that the applicant has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.

2.2 SKILL STANDARDS SPECIFIED BY REGULATION

The determination of an applicant's ability to hold a license or rating is based on a demonstration of the ability to perform as pilot-in command to perform the procedures and maneuvers to the degree of competency appropriate to the privileges granted and to—

- 1) able to make a practical application of the fundamentals of instructing;
- 2) competent to teach the subject matter, procedures, and maneuvers included in the standards to students with varying backgrounds and levels of experience and ability;
- 3) able to perform the procedures and maneuvers included in the standards to at least the Commercial Pilot skill level. while giving effective flight instruction; and
- 4) competent to pass the required practical test for the issuance of the flight instructor certificate with the associated category and class ratings or the addition of a category and/or class rating to a flight instructor certificate.

Examiner Responsibility

The examiner who conducts the practical test is responsible for determining that the applicant meets acceptable standards of teaching ability, knowledge, and skill in the selected Tasks. The examiner makes this determination by accomplishing an Objective that is appropriate to each selected Task, and includes an evaluation of the applicant's:

- 1) ability to apply the fundamentals of instructing;

- 2) knowledge of, and ability to teach, the subject matter, procedures, and maneuvers covered in the Tasks;
- 3) ability to perform the procedures and maneuvers included in the standards to at least the Commercial Pilot skill level while giving effective flight instruction; and
- 4) ability to analyze and correct common errors related to the procedures and maneuvers covered in the Tasks.

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

During the flight portion of the practical test, the examiner shall act as a student during selected maneuvers. This will give the examiner an opportunity to evaluate the flight instructor applicant's ability to analyze and correct simulated common errors related to these maneuvers.

2.3 SKILL TEST STANDARDS FORMAT

A. **Areas of Operation** are phases of the skill test arranged in a logical sequence within each standard.

- They begin with Preflight Preparation and end with Post flight Procedures.
- The examiner, however, may conduct the operational portions of the skill test in any sequence that will result in a complete and efficient test.
- However, the ground portion of the skill test shall be accomplished before the flight portion.

B. **Tasks** are titles of knowledge areas, flight procedures, or maneuvers appropriate to an Area of Operation.

C. **Applicable to:** The abbreviation(s) immediately following a TASK refer to the category and/or class aircraft appropriate to that TASK. The meaning of each abbreviation is as follows.

- AMEL – Aeroplane-Multi-Engine Land
- AMES – Aeroplane-Multi-Engine Sea

D. The **Objective** lists the elements that must be satisfactorily performed to demonstrate competency in a TASK. The Objective includes—

1) Fundamentals of Instructing

*Note: The examiner shall select at least tasks E and one other TASK.
Reference: FAA-H-8083-9.*

Task A: Human Behavior and Effective Communication

Objective: To determine that the applicant exhibits instructional knowledge of human behavior and effective communication and how these impacts effective learning by describing:

- 1) Definitions of human behavior.
- 2) Human needs and motivation.
- 3) Defense mechanisms.
- 4) Student emotional reactions.
- 5) Basic elements of communication.
- 6) Barriers to effective communication.
- 7) Developing communication skills.

NOTE TO EXAMINERS:

- When administering a test-based section 2 of this STS, the TASKs appropriate to the class aeroplane (AMEL or AMES) used for the test shall be included in the plan of action.
- The absence of a class indicates the task is for all classes.
- An accompanying note is used to emphasize special considerations required in the AREA OF OPERATION or TASK.

Task B: The Learning Process

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

- 1) Learning theory.
- 2) Perceptions and insight.
- 3) Acquiring knowledge.
- 4) The laws of learning.
- 5) Domains of learning.
- 6) Characteristics of learning.
- 7) Acquiring skill knowledge.
- 8) Types of practice.
- 9) Scenario-based training.
- 10) Errors.
- 11) Memory and forgetting.
- 12) Retention of learning.
- 13) Transfer of learning.

Reference: FAA-H-8083-9.

Task C: The Teaching Process

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

- 1) Preparation of a lesson.
- 2) Organization of material.
- 3) Training delivery methods:
 - a) Lecture method.
 - b) Guided discussion method.
 - c) Computer-assisted learning method.
 - d) Demonstration-performance method.
 - e) Drill and practice method.
- 4) Problem based learning.
- 5) Instruction aids and training technologies.

Reference: FAA-H-8083-9.

Task D: Assessment and Critique

Objective: To determine that the applicant exhibits instructional knowledge of assessments and critiques by describing:

- 1) Assessment:
 - a) Purpose of assessment.
 - b) General characteristics of effective assessment.
 - c) Traditional assessment.
 - d) Authentic assessment.
 - e) Oral assessment.
 - f) Characteristics of effective questions.
 - g) Types of questions to avoid.
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2) Critique:

- a) Instructors/student critique.
- b) Student-lead critique.
- c) Small group critique.
- d) Individual student critique by another student.
- e) Self-critique.
- f) Written critique.

Task E: Instructor Responsibilities and Professionalism

Objective: To determine that the applicant exhibits instructional knowledge of instructor responsibilities and professionalism by describing:

1) Aviation instructor responsibilities:

- a) Helping students learn.
- b) Providing adequate instruction.
- c) Standards of performance.
- d) Minimizing student frustrations.

Reference: FAA-H-8083-9.

2) Flight instructor responsibilities:

- a) Physiological obstacles for flight students.
- b) Ensuring student ability.
- c) Professionalism.
- d) Evaluation of student ability.
- e) Aviation instructors and exams.
- f) Professional development.

Task F: Techniques of Flight Instruction

Objective: To determine that the applicant exhibits instructional knowledge of instructor responsibilities and professionalism by describing:

- 1) Obstacles in learning during flight instruction.
- 2) Demonstration-performance training delivery.
- 3) Positive exchange of controls.
- 4) Sterile cockpit.
- 5) Use of distractions.
- 6) Integrated flight instruction.
- 7) Assessment of piloting ability.
- 8) Aeronautical decision making.

Reference: FAA-H-8083-9.

Task G: Risk Management

Objective: To determine that the applicant exhibits instructional knowledge of risk management by describing:

- 1) Principles of risk management.
- 2) Risk management process.
- 3) Level of risk.
- 4) Assessing risk.
- 5) Mitigating risk.
- 6) IMSAFE checklist.
- 7) PAVE checklist.
- 8) 5P checklist.

References: FAA-H-8083-9A, FAA-H-8083-2

2) Technical Subject Areas

Note: The examiner must select Tasks B, M, and at least one other Task. References: AIP; FAA-H-8083-3, PCAR 2, PCAR 8.

Task A: Aeromedical Factors

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

Note: If this task has been previously performed in the aircraft during an earlier instructor rating, the determination of the required knowledge can be demonstrated during the brief, at the discretion of the examiner.

Task B: Runway Incursion Avoidance

Objective: To determine that the applicant exhibits instructional knowledge of the elements of runway incursion avoidance by describing:

References: PCAR 3-Procedures Manual, PCAR 8, AIP; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-

- 1) Distinct challenges and requirements during taxi operations not found in other phases of flight operations.
- 2) Procedures for appropriate cockpit activities during taxiing including taxi route planning, briefing the location of hot spots, communicating and coordinating with ATC.

- 3) Procedures for steering, maneuvering, maintaining taxiway, runway position, and situational awareness.
- 4) The relevance/importance of hold lines.
- 5) Procedures for ensuring the pilot maintains strict focus on the movement of the aircraft and ATC communications, including the elimination of all distractive activities (i.e. cell phone, texting, conversations with passengers) during aircraft taxi, takeoff and climb out to cruise altitude.
- 6) Procedures for holding the pilot's workload to a minimum during taxi operations which should increase the pilot's awareness while taxiing.
- 7) Taxi operation planning procedures, such as recording taxi instructions, reading back taxi clearances, and reviewing taxi routes on the airport diagram.
- 8) Procedures for ensuring that clearance or instructions that are actually received are adhered to rather than the ones expected to be received.
- 9) Procedures for maintaining/enhancing situational awareness when conducting taxi operations in relation to other aircraft operations in the vicinity as well as to other vehicles moving on the airport.
- 10) Procedures for briefing if a landing rollout to a taxiway exit will place the pilot in close proximity to another runway which can result in a runway incursion.
- 11) Appropriate after landing/taxi procedures in the event the aircraft is on a taxiway that is between parallel runways.
- 12) Specific procedures for operations at an airport with an operating air traffic control tower, with emphasis on ATC communications and runway entry/crossing authorizations.
- 13) ATC communications and pilot actions before takeoff, before landing, and after landing at towered and non-towered airports.
- 14) Procedures unique to night operations.
- 15) Operations at non-towered airports.
- 16) Use of aircraft exterior lighting.
- 17) Low visibility operations.

Task C: Visual Scanning and Collision Avoidance

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.

References: PART 8.8.1.13; AIP; FAA-H-8063-3,
FAA-H-8083-25.

Task D: Principles of Flight

References: FAA-H-8083-3, FAA-H-8083-25.

Objective: To determine that the applicant exhibits instructional knowledge of the elements of principles of flight by describing:

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

Task E: Airplane Flight Controls

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to the airplane flight controls by describing the purpose, location, direction of movement, effect, and proper procedure for use of the:

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

References: FAA-H-8083-1, FAA-H-8083-3, FAA-H-8083-25.

Task F: Airplane Weight and Balance

Objective: To determine that the applicant exhibits instructional knowledge of the elements of airplane weight and balance by describing:

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

Task G: Navigation and Flight Planning

Objective: To determine that the applicant exhibits instructional knowledge of the elements of navigation and flight planning by describing:

- 1) Terms used in navigation.
 - 2) Features of aeronautical charts.
 - 3) Importance of using the proper and current aeronautical charts.
 - 4) Method of plotting a course, selection of fuel stops and alternates, and appropriate actions in the event of unforeseen situations.
 - 5) Fundamentals of pilotage and dead reckoning.
 - 6) Fundamentals of radio navigation.
 - 7) Diversion to an alternate.
 - 8) Lost procedures.
 - 9) Computation of fuel consumption.
 - 10) Importance of preparing and properly using a flight log.
 - 11) Importance of a weather check and the use of good judgment in making a "go/no-go" decision.
 - 12) Purpose of and procedure used in filing a flight plan.
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References: AIP; FAA-H-8083-3, FAA-H-8083-25, PCAR 2 and 8.

Task H: Night Operations

Objective: To determine that the applicant exhibits instructional knowledge of the elements of night operations by describing:

- 1) Factors related to night vision.
- 2) Disorientation and night optical illusions.
- 3) Proper adjustment of interior lights.
- 4) Importance of having a flashlight with a red lens.
- 5) Night preflight inspection.
- 6) Engine starting procedures, including use of position and anti-collision lights prior to start.
- 7) Taxiing and orientation on an airport.
- 8) Takeoff and climb-out.
- 9) In-flight orientation.
- 10) Importance of verifying the airplane's attitude by reference to flight instruments.
- 11) Night emergencies procedures.
- 12) Traffic patterns.
- 13) Approaches and landings with and without landing lights.
- 14) Go-around.

References: PART 2 and 8, AIP, POH/AFM; FAA-H-8083-3. IS: 8.10.1.14 (b)

Task I: High Altitude Operations

Objective: To determine that the applicant exhibits instructional knowledge of the elements of high altitude operations by describing:

- 1) Regulatory requirements for use of oxygen.
- 2) Physiological hazards associated with high altitude operations.
- 3) Characteristics of a pressurized airplane and various types of supplemental oxygen systems.
- 4) Importance of "aviator's breathing oxygen."
- 5) Care and storage of high-pressure oxygen bottles.
- 6) Problems associated with rapid decompression and corresponding solutions.
- 7) Fundamental concept of cabin pressurization.
- 8) Operation of a cabin pressurization system.

References: PCAR 1, 2, 8, 13; AC's, AIP, FAA-H-8083-25, POH/AFM.

Task J: PCARs and Publications

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to the Code of Philippine Civil Air Regulations and related publications by describing:

- 1) Availability and method of revision of PCAR parts 1, 2, 8, and 13 by describing:
 - a) Purpose
 - b) general content

2) Availability of flight information publications, advisory circulars, practical test standards, pilot operating handbooks, and approved airplane flight manuals by describing:

- a) Availability.
- b) Purpose.
- c) General content.

Task K: National Airspace System

Objective: To determine that the applicant exhibits instructional knowledge of the elements of the national airspace system by describing:

- 1) Basic VFR Weather Minimums for all classes of airspace.
- 2) Airspace classes—the operating rules, pilot certification, and airplane equipment requirements for the following:
 - a) Class A.
 - b) Class B.
 - c) Class C.
 - d) Class D.
 - e) Class E.
 - f) Class G.
- 3) Special use airspace (SUA).
- 4) Temporary flight restrictions (TFR).

References: AIP, PART 8; FAA-H-8083-3, FAA-H-8083-15, FAA-S-8081-12.

Task L: Navigation Systems and Radar Services

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to navigation systems and radar service by describing:

- 1) One ground-based navigational system (VOR/VORTAC, NDB, and DME).
- 2) Satellite-based navigation system.
- 3) Radar service and procedures.

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23, Seaplane Manual.

Task M: Water and Seaplane Characteristics (AMES)

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

- 1) The characteristics of water surface as affected by features, such as:
 - a) size and location of water operating area.
 - b) protected and unprotected operating areas.
 - c) surface wind.
 - d) direction and height of waves.
 - e) direction and strength of water current.
 - f) floating and partially submerged debris.
 - g) sandbars, islands, and shoals.
- 2) Seaplane float or hull construction and its relationship to performance.
- 3) Causes of porpoise and skipping and pilot action necessary to prevent or to correct those occurrences.

References: AC 02-008; AC 02-012, PCAR 2, 8; FAA-H-8083-3, FAA-H-8083-23,

Task N: Seaplane Bases, Rules, and Aids to Marine Navigation (AMES)

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

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

2.4 SPECIAL EMPHASIS AREAS

Examiners shall also place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are—

- 1) Positive aircraft control.
- 2) Positive exchange of the flight controls procedure.
- 3) Stall/spin awareness.
- 4) Collision avoidance.
- 5) Wake turbulence avoidance.
- 6) LAHSO.
- 7) Runway incursion avoidance.
- 8) CFIT.
- 9) ADM and risk management.
- 10) Wire strike avoidance.
- 11) Checklist usage.
- 12) Temporary flight restrictions (TFRs).
- 13) Special use airspace (SUA).
- 14) Aviation security.
- 15) Single-Pilot Resource Management (SRM).
- 16) Other areas deemed appropriate to any phase of the practical test.

Although these areas may not be specifically addressed under each TASK, they are essential to flight safety.

- Each will be evaluated during the skill test.
- In all instances, the applicant's actions will relate to the complete situation.

With the exception of SRM and the runway incursion avoidance, a given special emphasis area may not be specifically addressed under a given Task. All areas are essential to flight safety and will be evaluated during the practical test.

SECTION 3 AREA OF OPERATION: PREFLIGHT PREPARATION

3.1 TASK: LOGBOOK ENTRIES AND CERTIFICATE ENDORSEMENTS

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, including appropriate logbook entry for:
 - a) initial pilot certification.
 - b) additional pilot certification
 - c) additional aircraft qualification.
- 4) Required endorsement of a pilot logbook for the satisfactory completion of the required CAAP flight review.

Note: The examiner must select at least one Task.
References: PCAR 2, 8; AC 08-013.

- 5) Required flight instructor records.
- 6) Locating and explaining:
 - a) Airworthiness and registration certificates.
 - b) Operating limitations, placards, instrument markings, and POH/AFM.
 - c) Weight and balance data and equipment list.

3.2 TASK : CERTIFICATES & DOCUMENTS

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

- 1) The training requirements for the issuance of recreational, private, and commercial pilot certificates.
- 2) The privileges and limitations of pilot certificates and ratings at recreational, private, and commercial levels.
- 3) Class and duration of medical certificates.
- 4) Recent pilot flight experience requirements.
- 5) Required entries in pilot logbook or flight record.

3.3 TASK: WEATHER INFORMATION

References: PART 8, FSS, ATIS ; FAA-H-8083-25, FAA-S-ACS-6, PAGASA

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to weather information by describing:

- 1) Importance of a thorough preflight weather briefing.
- 2) Means and sources of obtaining weather information.
- 3) Use of real-time weather reports, forecasts, and charts for developing scenario-based training.
- 4) In-flight weather advisories.
- 5) Recognition of aviation weather hazards to include wind shear.
- 6) Factors to be considered in making a "go/no-go" decision.

3.4 TASK: OPERATION OF SYSTEMS

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to the operation of systems, as applicable to the airplane used for the practical test, by describing the following systems:

- 1) Primary and secondary flight controls
- 2) Trim
- 3) Water rudders (AMES)
- 4) Power-plant and propeller
- 5) Landing gear
- 6) Fuel, oil, and hydraulic
- 7) Electrical
- 8) Avionics including autopilot
- 9) Pitot-static, vacuum/pressure and associated instruments

References: PART 8; FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25, FAA-S-8081-12, FAA-S-ACS-6; POH/AFM.

- 10) Environmental
- 11) Deicing and anti-icing

References: PART 8; FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25, FAA-S-8081-12, FAA-S-ACS-6; POH/AFM.

3.5 TASK: PERFORMANCE & LIMITATIONS

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to performance and limitations by describing:

- 1) Determination of weight and balance condition.
- 2) Use of performance charts, tables, and other data in determining performance in various phases of flight.
- 3) Effects of exceeding airplane limitations.
- 4) Effects of atmospheric conditions on performance.
- 5) Factors to be considered in determining that the required performance is within the airplane's capabilities.

3.6 TASK: AIRWORTHINESS REQUIREMENTS

References: PCAR 6, 7, 8 ; AC 08-017.

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to required airworthiness by explaining:

- 1) Required instruments and equipment for day/night VFR.
- 2) Procedures and limitations for determining airworthiness of the airplane with inoperative instruments and equipment without a minimum equipment list (MEL).
- 3) Requirements and procedures for obtaining a special flight permit.
- 4) Airworthiness directives, compliance records, maintenance/inspection requirements, and appropriate records.
- 5) Procedures for deferring maintenance on aircraft without an approved MEL.

SECTION 4 AREA OF OPERATION: PREFLIGHT LESSON ON A MANEUVER TO BE PERFORMED

Note: The examiner must select at least one Task from Section 7 Areas of Operation through 14, and ask the applicant to present a preflight lesson on the selected maneuver as the lesson would be taught to a student.

4.1 TASK : MANEUVER LESSON

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.

SECTION 5 AREA OF OPERATION: PREFLIGHT PROCEDURES

Note: The examiner must select at least one Task.

5.1 TASK: PREFLIGHT INSPECTION (AMEL and AMES)

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of a preflight inspection, as applicable to the airplane used for the practical test, by describing:
 - a) Reasons for the preflight inspection, items that should be inspected, and how defects are detected.
 - b) Importance of using the appropriate checklist.
 - c) How to determine fuel and oil quantity and contamination.
 - d) Detection of fuel, oil, and hydraulic leaks.
 - e) Inspection of the oxygen system, including supply and proper operation (if applicable).
 - f) Inspection of the flight controls and water rudder (if applicable).
 - g) Detection of visible structural damage.
 - h) Removal of tie-downs, control locks, and wheel chocks.
 - i) Removal of ice and frost. (If applicable)
 - j) Importance of the proper loading and securing of baggage, cargo, and equipment.
 - k) Use of sound judgment in determining whether the airplane is airworthy and in condition for safe flight.
- 2) Exhibits instructional knowledge of common errors related to a preflight inspection by describing:
 - a) Failure to use or the improper use of checklist.
 - b) Hazards which may result from allowing distractions to interrupt a visual inspection.
 - c) Inability to recognize discrepancies to determine airworthiness.
 - d) Failure to ensure servicing with the proper fuel and oil.
 - e) Failure to ensure proper loading and securing of baggage, cargo, and equipment.
- 3) Demonstrates and simultaneously explains a preflight inspection from an instructional standpoint.

References: AC 02-007; AC 02-008; AC 02-011; AC 02-012; FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-23, FAA-H-8083-25;

References: AC 02-011, AC 02-012; FAA-H-8083-3, POH/AFM.

5.2 TASK: COCKPIT MANAGEMENT (AMEL and AMES)

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of cockpit management by describing:
 - a) Proper arranging and securing of essential materials and equipment in the cockpit.
 - b) Proper use and/or adjustment of cockpit items such as safety belts, shoulder harnesses, rudder pedals, and seats.
 - c) Occupant briefing on emergency procedures and use of safety belts.

- d) Proper utilization of all resources required to operate a flight safely: dispatchers, weather briefers, maintenance personnel, and air traffic control.
- 2) Exhibits instructional knowledge of common errors related to cockpit management by describing:
 - a) Failure to place and secure essential materials and equipment for easy access during flight.
 - b) Failure to properly adjust cockpit items, such as safety belts, shoulder harnesses, rudder pedals, and seats.
 - c) Failure to provide proper adjustment of equipment and controls.
 - d) Failure to provide occupant briefing on emergency procedures and use of safety belts.
 - e) Failure to utilize all resources required to operate a flight safely.
- 3) Demonstrates and simultaneously explains cockpit management from an instructional standpoint.

5.3 TASK: ENGINE STARTING (AMEL and AMES)

References: AC 02-007; AC 02-008; AC 02-011, AC 02-012; FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25; POH/AFM.

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of engine starting, as appropriate to the airplane used for the practical test, by describing:
 - a) Safety precautions related to starting.
 - b) Use of external power.
 - c) Effect of atmospheric conditions on starting.
 - d) Importance of following the appropriate checklist.
 - e) Adjustment of engine controls during start.
 - f) Prevention of airplane movement during and after start.
- 2) Exhibits instructional knowledge of common errors related to engine starting by describing:
 - a) Failure to properly use the appropriate checklist.
 - b) Failure to use safety precautions related to starting.
 - c) Improper adjustment of engine controls during start.
 - d) Failure to assure proper clearance of the propeller.
- 3) Demonstrates and simultaneously explains engine starting from an instructional standpoint.

5.4 TASK: TAXIING - LANDPLANE (AMEL)

References: AC 02-007; AC 02-011; FAA-H-8083-3, POH/AFM.

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of landplane taxiing by describing:
 - a) Proper brake check and correct use of brakes.
 - b) Compliance with airport/taxiway surface marking, signals, and ATC clearances or instructions.
 - c) How to control direction and speed.

- d) Flight control positioning for various wind conditions.
 - e) Procedures used to avoid other aircraft and hazards.
 - f) Runway incursion avoidance procedures.
 - g) Procedures for eliminating pilot distractions.
 - h) Use of taxi chart during taxi.
 - i) Airport, taxiway, and runway position situational awareness.
 - j) Additional taxiing operations concerns at a non-towered airport.
- 2) Exhibits instructional knowledge of common errors related to landplane taxiing by describing:
- a) Improper use of brakes.
 - b) Improper positioning of the flight controls for various wind conditions.
 - c) Hazards of taxiing too fast.
 - d) Hazards associated with the failure to comply with airport/taxiway surface marking, signals, and ATC clearances or instructions.
 - e) Hazards of taxiing at non-towered airport.
- 3) Demonstrates and simultaneously explains landplane taxiing from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to landplane taxiing.

5.5 TASK: TAXIING - SEAPLANE (AMES)

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23,; Seaplane Manual.

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of seaplane taxiing by describing:
- a) Wind effect.
 - b) Prevention of porpoise and skipping.
 - c) Selection of the most suitable course for taxiing, following available marking aids.
 - d) Conditions in which idle, plowing, and step taxiing are used.
 - e) Procedures for idle, plowing, and step taxiing.
 - f) Control positioning for various wind conditions.
 - g) Use of water rudders.
 - h) Procedures used to avoid other aircraft and hazards.
 - i) Procedures used to avoid excessive water spray into the propeller.
 - j) 180° and 360° turns in idle, plowing, and step positions.
 - k) Application of right-of-way rules.
- 2) Exhibits instructional knowledge of common errors related to seaplane taxiing by describing:
- a) Improper positioning of flight controls for various wind conditions.
 - b) Improper control of speed and direction.
 - c) Failure to prevent porpoise and skipping.

- d) Failure to use the most suitable course and available marking aids.
 - e) Failure to use proper clearing procedures to avoid hazards.
 - f) Failure to apply right-of-way rules.
- 3) Demonstrates and simultaneously explains emergency descents from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to emergency descents.

5.6 TASK: SAILING (AMES)

Objective: To determine that the applicant:

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23,; Seaplane Manual.

- 1) Exhibits instructional knowledge of the elements of sailing by describing:
- a) Procedures used in sailing (engine idling or shut down, as appropriate).
 - b) Conditions and situations where sailing would be used.
 - c) Selection of the most favorable course to follow.
 - d) Use of flight controls, flaps, doors, and water rudders to follow the selected course.
 - e) Procedures used to change direction from downwind to crosswind.
 - f) Control of speed.
- 2) Exhibits instructional knowledge of common errors related to sailing by describing:
- a) Failure to select the most favorable course to destination.
 - b) Improper use of controls, flaps, and water rudders.
 - c) Improper procedure when changing direction.
 - d) Improper procedure for speed control.
- 3) Demonstrates and simultaneously explains sailing from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to sailing.

5.7 TASK: BEFORE TAKEOFF CHECK (AMEL and AMES)

Objective: To determine that the applicant:

References: AIP, AC 02-007; AC 02-008; AC 02-011, AC 02-012; FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25; POH/AFM.

- 1) Exhibits instructional knowledge of the elements of the before takeoff check by describing:
- a) Positioning the airplane with consideration for other aircraft, surface conditions, and wind.
 - b) Division of attention inside and outside the cockpit.
 - c) Importance of following the checklist and responding to each checklist item.
 - d) Reasons for assuring suitable engine temperatures and pressures for run-up and takeoff.
 - e) Method used to determine that airplane is in a safe operating condition.
 - f) Importance of reviewing takeoff performance airspeeds, expected takeoff distances, and emergency procedures.
 - g) Method used for assuring that the takeoff area or path is free of hazards.
 - h) Method of avoiding runway incursions and ensuring no conflict with traffic prior to taxiing into takeoff position.
-

- 2) Exhibits instructional knowledge of common errors related to the before takeoff check by describing:
 - a) Failure to properly use the appropriate checklist.
 - b) Improper positioning of the airplane.
 - c) Improper acceptance of marginal engine performance.
 - d) An improper check of flight controls.
 - e) Hazards of failure to review takeoff and emergency procedures.
 - f) Failure to avoid runway incursions and to ensure no conflict with traffic prior to taxiing into takeoff position.
- 3) Demonstrates and simultaneously explains a before takeoff check from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a before takeoff check.

SECTION 6 AREA OF OPERATION: AIRPORT AND SEAPLANE BASE OPERATIONS

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

References: AC 02-007; AC 02-008; AC 02-011, AC 02-012; FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-23, FAA-H-8083-25; AIP, POH/AFM.

6.1 TASK: RADIO COMMUNICATIONS AND ATC LIGHT SIGNALS (AMEL & AMES)

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of radio communications and ATC light signals by describing:
 - a) Selection and use of appropriate radio frequencies.
 - b) Recommended procedure and phraseology for radio communications.
 - c) Receipt of, acknowledgement of, and compliance with ATC clearances and instructions.
 - d) Interpretation of and compliance with ATC light signals.
- 2) Exhibits instructional knowledge of common errors related to radio communications and ATC light signals by describing:
 - a) Use of improper frequencies.
 - b) improper procedure and phraseology when using radio communications, such as neglecting to state the aircraft call sign/n number at non-towered airports, failure to state position, runway of takeoff, and the airport of operation.
 - c) Failure to acknowledge, or properly comply with, ATC clearances and instructions.
 - d) Failure to understand, or to properly comply with, ATC light signals.
- 3) Demonstrates and simultaneously explains radio communication procedures from an instructional standpoint.

- 4) Analyzes and corrects simulated common errors related to radio communications and ATC light signals.

6.2 TASK: TRAFFIC PATTERNS (AMEL and AMES)

Objective: To determine that the applicant:

References: AC 02-007; AC 02-008; AC 02-011, AC 02-012; FAA-H-8083-3, FAA-H-8083-25; AIP, POH/AFM, PCAR 8.

- 1) Exhibits instructional knowledge of the elements of traffic patterns by describing:
 - a) Operations at airports and seaplane bases with and without operating control towers.
 - b) Adherence to traffic pattern procedures, instructions, and rules.
 - c) How to maintain proper spacing from other traffic.
 - d) How to maintain the desired ground track.
 - e) Wind shear and wake turbulence avoidance procedures.
 - f) Orientation with the runway or landing area in use.
 - g) How to establish a final approach at an appropriate distance from the runway or landing area.
 - h) Use of checklist.
- 2) Exhibits instructional knowledge of common errors related to traffic patterns by describing:
 - a) Failure to comply with traffic pattern instructions, procedures, and rules.
 - b) Improper correction for wind drift.
 - c) Inadequate spacing from other traffic.
 - d) Poor altitude or airspeed control.
- 3) Demonstrates and simultaneously explains traffic patterns from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to traffic patterns.

6.3 TASK: AIRPORT/SEAPLANE BASE, RUNWAY AND TAXIWAY SIGNS, MARKINGS, AND LIGHTING (AMEL and AMES)

Objective: To determine that the applicant:

References: AC 02-007; AC 02-008; AC 02-011, AC 02-012; FAA-H-8083-23, FAA-H-8083-25; AIP, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of airport/seaplane base runway and taxiway signs, markings, and lighting by describing:
 - a) Identification and proper interpretation of airport/seaplane base, runway and taxiway signs and markings with emphasis on runway incursion avoidance.
 - b) Identification and proper interpretation of airport/seaplane base, runway and taxiway lighting with emphasis on runway incursion avoidance.
- 2) Exhibits instructional knowledge of common errors related to airport/seaplane base, runway and taxiway signs, markings, and lighting by describing:
 - a) Failure to comply with airport/seaplane base, runway and taxiway signs and markings.
 - b) Failure to comply with airport/seaplane base, runway and taxiway lighting.
 - c) Failure to use proper runway incursion avoidance procedures.

- 3) Demonstrates and simultaneously explains airport/seaplane base, runway and taxiway signs, markings, and lighting from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to airport/seaplane base, runway and taxiway signs, markings, and lighting.

SECTION 7 AREA OF OPERATION: TAKEOFFS, LANDINGS, AND GO-AROUNDS

Note: The examiner must select at least two takeoff and two landing Tasks.

7.1 TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB (AMEL and AMES)

Objective: To determine that the applicant:

References: AC 02-007; AC 02-008; AC 02-011, AC 02-012;
FAA-H-8083-3, FAA-H-8083-23; A/P, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a normal and crosswind takeoff and climb by describing:
 - a) Procedures before taxiing onto the runway or takeoff area to ensure runway incursion avoidance. Verify ATC clearance/no aircraft on final at non-towered airports before entering the runway, and ensure correct takeoff runway positioning of the airplane with consideration for other aircraft, surface conditions, and wind.
 - b) Normal and crosswind takeoff and lift-off procedures.
 - c) Difference between a normal and a glassy-water takeoff (SEAPLANE).
 - d) Proper climb attitude, power setting, and airspeed (VY).
 - e) Proper use of checklist.
- 2) Exhibits instructional knowledge of common errors related to a normal and crosswind takeoff and climb by describing:
 - a) Improper runway incursion avoidance procedures.
 - b) Improper use of controls during a normal or crosswind takeoff.
 - c) Inappropriate lift-off procedures.
 - d) Improper climb attitude, power setting, and airspeed (VY).
 - e) Improper use of checklist.
- 3) Demonstrates and simultaneously explains a normal or a crosswind takeoff and climb from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a normal or a crosswind takeoff and climb.

7.2 TASK: SHORT-FIELD (CONFINED AREAS ASES) TAKEOFF AND MAXIMUM PERFORMANCE CLIMB (AMEL and AMES)

Objective: To determine that the applicant:

References: AC 02-007; AC 02-008; AC 02-011, AC 02-012;
FAA-H-8083-3, FAA-H-8083-2; A/P, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a short-field takeoff and climb by describing:
 - a) Procedures before taxiing onto the runway or takeoff area to ensure runway incursion avoidance. Verify ATC clearance/no aircraft on final at non-towered airports before entering the runway, and ensure correct takeoff runway positioning of the airplane with consideration for other aircraft, surface conditions, and wind.
 - b) Short-field takeoff and lift-off procedures.
 - c) Initial climb attitude and airspeed (VX) until obstacle is cleared (50 feet AGL).
 - d) Proper use of checklist.

- 2) Exhibits instructional knowledge of common errors related to a short-field takeoff and climb by describing:
 - a) Improper runway incursion avoidance procedures.
 - b) Improper use of controls during a short-field takeoff.
 - c) Improper lift-off procedures.
 - d) Improper initial climb attitude, power setting, and airspeed (V_x) to clear obstacle.
 - e) Improper use of checklist.
- 3) Demonstrates and simultaneously explains a short-field takeoff and climb from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a short-field takeoff and climb.

7.3 TASK: GLASSY-WATER TAKEOFF AND CLIMB (AMES)

Objective: To determine that the applicant:

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23; AIP, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a glassy-water takeoff and climb by describing:
 - a) Procedures before taxiing onto the takeoff area to ensure waterway is clear of objects or obstructions.
 - b) Flight control, flap, and water rudder use during glassy-water takeoff procedures.
 - c) Appropriate planning attitude and lift-off procedures on glassy water.
 - d) Initial climb attitude and airspeed (V_x , if an obstacle is present (50 feet AGL), or V_y).
 - e) Proper use of after takeoff checklist.
- 2) Exhibits instructional knowledge of common errors related to a glassy-water takeoff and climb by describing:
 - a) Improper takeoff water way clearance procedures.
 - b) Poor judgment in the selection of a suitable takeoff area.
 - c) Improper use of controls during a glassy-water takeoff.
 - d) Inappropriate lift-off procedures.
 - e) Hazards of inadvertent contact with the water after becoming airborne.
 - f) Improper climb attitude, power setting, and airspeed (V_y or V_x).
 - g) Improper use of checklist.
- 3) Demonstrates and simultaneously explains a glassy-water takeoff and climb from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a glassy-water takeoff and climb.

7.4 TASK: ROUGH-WATER TAKEOFF AND CLIMB (AMES)

Objective: To determine that the applicant:

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23; AIP, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a rough-water takeoff and climb by describing:
 - a) Procedures before taxiing onto the takeoff area to ensure waterway is clear of objects or obstructions.

- b) Flight control, flap and water rudder use during rough-water takeoff procedures.
 - c) Appropriate planning attitude and lift-off procedures on rough water.
 - d) Initial climb attitude and airspeed (V_x , if an obstacle is present (50 feet AGL), or V_y).
 - e) Proper use of after takeoff checklist.
- 2) Exhibits instructional knowledge of common errors related to a rough-water takeoff and climb by describing:
- a) Improper takeoff water way clearance procedures.
 - b) Poor judgment in the selection of a suitable takeoff area.
 - c) Improper use of controls during a rough-water takeoff.
 - d) Inappropriate lift-off procedures.
 - e) Hazards of inadvertent contact with the water after becoming airborne.
 - f) Improper climb attitude, power setting, and airspeed (V_y or V_x).
 - g) Improper use of checklist.
- 3) Demonstrates and simultaneously explains a rough-water takeoff and climb from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a rough-water takeoff and climb.

7.5 TASK: **NORMAL AND CROSSWIND APPROACH AND LANDING (AMEL and AMES)**

Objective: To determine that the applicant:

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23; AIP, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a normal and a crosswind approach and landing by describing:
- a) How to determine landing performance and limitations.
 - b) Configuration, power, and trim.
 - c) Obstructions and other hazards which should be considered.
 - d) A stabilized approach at the recommended airspeed to the selected touchdown area.
 - e) Course of action if selected touchdown area is going to be missed.
 - f) Coordination of flight controls.
 - g) A precise ground track.
 - h) Wind shear and wake turbulence avoidance procedures.
 - i) Most suitable crosswind procedure.
 - j) Timing, judgment, and control procedure during round out and touchdown.
 - k) Directional control after touchdown.
 - l) Use of brakes (landplane).
 - m) Use of checklist.
 - n) After landing runway incursion avoidance procedures.
- 2) Exhibits instructional knowledge of common errors related to a normal and a crosswind approach and landing by describing:
- a) Improper use of landing performance data and limitations.
 - b) Failure to establish approach and landing configuration at appropriate time or in proper sequence.
 - c) Failure to establish and maintain a stabilized approach.

- d) Inappropriate removal of hand from throttle.
 - e) Improper procedure during round out and touchdown.
 - f) Poor directional control after touchdown.
 - g) Improper use of brakes (landplane).
 - h) Failure to ensure receipt and acknowledgement of landing clearance.
 - i) Failure to review airport diagram for runway exit situational awareness to avoid a runway incursion after landing.
- 3) Demonstrates and simultaneously explains a normal or a crosswind approach and landing from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a normal or crosswind approach and landing.

7.6 TASK: GO-AROUND/REJECTED LANDING (AMEL and AMES)

Objective: To determine that the applicant:

References: AC 02-007; AC 02-008; AC 02-011, AC 02-012; FAA-H-8083-3, FAA-H-8083-23; POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a go-around/rejected landing by describing:
- a) Situations where a go-around/rejected landing is necessary.
 - b) Importance of making a prompt decision.
 - c) Importance of applying takeoff power immediately after the go-around/rejected landing decision is made.
 - d) Importance of establishing proper pitch attitude.
 - e) Wing flaps retraction, if applicable.
 - f) Use of trim.
 - g) Landing gear retraction, if applicable.
 - h) Proper climb speed.
 - i) Proper track and obstruction clearance.
 - j) Use of checklist.
 - k) Importance of manufacturer's recommended procedures.
- 2) Exhibits instructional knowledge of common errors related to a go-around/rejected landing by describing:
- a) Failure to recognize a situation where a go-around/rejected landing is necessary.
 - b) Hazards of delaying a decision to go-around/rejected landing.
 - c) Improper power application.
 - d) Failure to control pitch attitude.
 - e) Failure to compensate for torque effect.
 - f) Improper trim procedure.
 - g) Failure to maintain recommended airspeeds.
 - h) Improper wing flaps or landing gear retraction procedure, if applicable.
 - i) Failure to maintain proper track during climb-out.
 - j) Failure to remain well clear of obstructions and other traffic.
- 3) Demonstrates and simultaneously explains a go-around/rejected landing from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a go-around/rejected landing.

7.7 TASK: SHORT-FIELD (CONFINED AREAS (AMES))/APPROACH AND LANDING (AMEL and AMES)

Objective: To determine that the applicant:

References: AC 02-007; AC 02-008; AC 02-011,
AC 02-012; FAA-H-8083-3, FAA-H-8083-23;
POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a short-field approach and landing by describing:
 - a) How to determine landing performance and limitations.
 - b) Configuration and trim.
 - c) Proper use of pitch and power to maintain desired approach angle.
 - d) Obstructions and other hazards which should be considered.
 - e) Effect of wind.
 - f) Selection of touchdown and go-around points.
 - g) A stabilized approach at the recommended airspeed to the selected touchdown point.
 - h) Coordination of flight controls.
 - i) A precise ground track.
 - j) Timing, judgment, and control procedure during round out and touchdown.
 - k) Directional control after touchdown.
 - l) Use of brakes (landplane).
 - m) Use of checklist.
 - n) After-landing runway incursion avoidance procedures.
- 2) Exhibits instructional knowledge of common errors related to a short-field approach and landing by describing:
 - a) Improper use of landing performance data and limitations.
 - b) Failure to establish approach and landing configuration at appropriate time or in proper sequence.
 - c) Failure to establish and maintain a stabilized approach.
 - d) Improper procedure in use of power, wing flaps, and trim.
 - e) Inappropriate removal of hand from throttle.
 - f) Improper procedure during round out and touchdown.
 - g) Poor directional control after touchdown.
 - h) Improper use of brakes (landplane).
- 3) Demonstrates and simultaneously explains a short-field approach and landing from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a short-field approach and landing.

7.8 TASK: GLASSY-WATER APPROACH AND LANDING (AMES)

Objective: To determine that the applicant:

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a glassy-water approach and landing by describing:
 - a) How to determine landing performance and limitations.
 - b) Configuration and trim.
 - c) Deceptive characteristics of glassy water.
 - d) Selection of a suitable landing area and go-around point.

- e) Terrain and obstructions which should be considered.
 - f) Detection of hazards in the landing area such as shallow water, obstructions, or floating debris.
 - g) Coordination of flight controls.
 - h) A precise ground track.
 - i) A power setting and pitch attitude that will result in the recommended airspeed and rate of descent throughout the final approach to touchdown.
 - j) How to maintain positive control after landing.
 - k) Use of checklist.
- 2) Exhibits instructional knowledge of common errors related to a glassy-water approach and landing by describing:
- a) Improper use of landing performance data and limitations.
 - b) Failure to establish approach and landing configuration at the appropriate time and in proper sequence.
 - c) Failure to establish and maintain a stabilized approach at the recommended airspeed and rate of descent.
 - d) Improper procedure in use of power, wing flaps, or trim.
 - e) Inappropriate removal of hand from throttle.
 - f) Failure to touch down with power in the proper stabilized attitude.
 - g) Failure to maintain positive control after landing.
- 3) Demonstrates and simultaneously explains a glassy-water approach and landing from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a glassy-water approach and landing.

7.9 TASK: ROUGH-WATER APPROACH AND LANDING (AMES)

Objective: To determine that the applicant:

References: AC 02-008; AC 02-012; FAA-H-8083-3, FAA-H-8083-23, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a rough-water approach and landing by describing:
- a) How to determine landing performance and limitations.
 - b) Review of wind conditions.
 - c) How landing area characteristics can be evaluated.
 - d) Selection of a suitable landing area and go-around point.
 - e) Terrain and obstructions which should be considered.
 - f) Detection of hazards in the landing area such as shallow water, obstructions, or floating debris.
 - g) Configuration and trim.
 - h) Coordination of flight controls.
 - i) A precise ground track.
 - j) A stabilized approach at the recommended airspeed to the selected touchdown area.
 - k) Timing, judgment, and control procedure during round out and touchdown.
 - l) Maintenance of positive control after landing.
 - m) Use of checklist.

- 2) Exhibits instructional knowledge of common errors related to a rough-water approach and landing by describing:
 - a) Improper use of landing performance data and limitations.
 - b) Failure to establish approach and landing configuration at appropriate time or in proper sequence.
 - c) Failure to establish and maintain a stabilized approach.
 - d) Improper procedure in use of power, wing flaps, or trim.
 - e) Inappropriate removal of hand from throttle.
 - f) Improper procedure during round out and touchdown.
 - g) Failure to maintain positive control after landing.
- 3) Demonstrates and simultaneously explains a rough-water approach and landing from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related a rough-water approach and landing.

SECTION 8 AREA OF OPERATION: FUNDAMENTALS OF FLIGHT

Note: The examiner must select at least one Task.

8.1 TASK: STRAIGHT-AND-LEVEL FLIGHT (AMEL and AMES)

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of straight-and-level flight by describing:
 - a) Effect and use of flight controls.
 - b) The integrated flight instruction method.
 - c) Outside and instrument references used for pitch, bank, yaw, and power control; the cross-check and interpretation of those references; and the control procedure used.
 - d) Trim procedure.
 - e) Methods that can be used to overcome tenseness and over controlling.
- 2) Exhibits instructional knowledge of common errors related to straight-and-level flight by describing:
 - a) Failure to cross-check and correctly interpret outside and instrument references.
 - b) Application of control movements rather than pressures.
 - c) Uncoordinated use of flight controls.
 - d) Faulty trim procedure.
- 3) Demonstrates and simultaneously explains straight-and-level flight from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to straight-and-level flight.

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

8.2 TASK: LEVEL TURNS (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of level turns by describing:
 - a) Effect and use of flight controls.
 - b) The Integrated Flight Instruction method.
 - c) Outside and instrument references used for pitch, bank, yaw, and power control; the cross-check and interpretation of those references; and the control procedure used.
 - d) Trim procedure.
 - e) Methods that can be used to overcome tenseness and over controlling.
- 2) Exhibits instructional knowledge of common errors related to level turns by describing:
 - a) Failure to cross-check and correctly interpret outside and instrument references.
 - b) Application of control movements rather than pressures.
 - c) Uncoordinated use of flight controls.
 - d) Faulty altitude and bank control.
- 3) Demonstrates and simultaneously explains level turns from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to level turns.

8.3 TASK: STRAIGHT CLIMBS AND CLIMBING TURNS (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of straight climbs and climbing turns by describing:
 - a) Effect and use of flight controls.
 - b) The Integrated Flight Instruction method.
 - c) Outside and instrument references used for pitch, bank, yaw, and power control; the cross-check and interpretation of those references; and the control procedure used.
 - d) Trim technique.
 - e) Methods that can be used to overcome tenseness and over controlling.
- 2) Exhibits instructional knowledge of common errors related to straight climbs and climbing turns by describing:
 - a) Failure to cross-check and correctly interpret outside and instrument references.
 - b) Application of control movements rather than pressures.
 - c) Improper correction for torque effect.
 - d) Faulty trim procedure.
- 3) Demonstrates and simultaneously explains straight climbs and climbing turns from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to straight climbs and climbing turns.

8.4 TASK: STRAIGHT DESCENTS AND DESCENDING TURNS (AMEL and AMES)

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of straight descents and descending turns by describing:
 - a) Effect and use of flight controls.
 - b) The Integrated Flight Instruction method.
 - c) Outside and instrument references used for pitch, bank, yaw, and power control; the cross-check and interpretation of those references; and the control procedure used.
 - d) Trim technique.
 - e) Methods that can be used to overcome tenseness and over controlling.
- 2) Exhibits instructional knowledge of common errors related to straight descents and descending turns by describing:
 - a) Failure to cross-check and correctly interpret outside and instrument references.
 - b) Application of control movements rather than pressures.
 - c) Uncoordinated use of flight controls.
 - d) Faulty trim technique.
 - e) Failure to clear engine and to use carburetor heat, as appropriate.
- 3) Demonstrates and simultaneously explains straight descents and descending turns from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to straight descents and descending turns.

References: FAA-H-8083-3, POH/AFM.

SECTION 9 AREA OF OPERATION: PERFORMANCE MANEUVERS**9.1 TASK: STEEP TURNS (AMEL and AMES)**

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of steep turns by describing:
 - a) Relationship of bank angle, load factor, and stalling speed.
 - b) Overbanking tendency.
 - c) Torque effect in right and left turns.
 - d) Selection of a suitable altitude.
 - e) Orientation, division of attention, and planning.
 - f) Entry and rollout procedure.
 - g) Coordination of flight and power controls.
 - h) Altitude, bank, and power control during the turn.
 - i) Proper recovery to straight-and-level flight.
- 2) Exhibits instructional knowledge of common errors related to steep turns by describing:
 - a) Improper pitch, bank, and power coordination during entry and rollout.
 - b) Uncoordinated use of flight controls.
 - c) Improper procedure in correcting altitude deviations.
 - d) Loss of orientation.
- 3) Demonstrates and simultaneously explains steep turns from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to steep turns.

References: FAA-H-8083-3, POH/AFM.

SECTION 10 AREA OF OPERATION: GROUND REFERENCE MANEUVERS

Note: The examiner must select at least one Task.

10.1 TASK: RECTANGULAR COURSE (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of a rectangular course by describing:
 - a) How to select a suitable altitude.
 - b) How to select a suitable ground reference with consideration given to emergency landing areas.
 - c) Orientation, division of attention, and planning.
 - d) Configuration and airspeed prior to entry.
 - e) Relationship of a rectangular course to an airport traffic pattern.
 - f) Wind drifts correction.
 - g) How to maintain desired altitude, airspeed, and distance from ground reference boundaries.
 - h) Timing of turn entries and rollouts.
 - i) Coordination of flight controls.
- 2) Exhibits instructional knowledge of common errors related to a rectangular course by describing:
 - a) Poor planning, orientation, or division of attention.
 - b) Uncoordinated use of flight controls.
 - c) Improper correction for wind drift.
 - d) Failure to maintain selected altitude or airspeed.
 - e) Selection of a ground reference where there is no suitable emergency landing area within gliding distance.
- 3) Demonstrates and simultaneously explains a rectangular course from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to a rectangular course.

10.2 TASK: S-TURNS ACROSS A ROAD (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of S-turns across a road by describing:
 - a) How to select a suitable altitude.
 - b) How to select a suitable ground reference line with consideration given to emergency landing areas.
 - c) Orientation, division of attention, and planning.
 - d) Configuration and airspeed prior to entry.
 - e) Entry procedure.
 - f) Wind drifts correction.
 - g) Tracking of semicircles of equal radii on either side of the selected ground reference line.
 - h) How to maintain desired altitude and airspeed.
 - i) Turn reversal over the ground reference line.
 - j) Coordination of flight controls.

- 2) Exhibits instructional knowledge of common errors related to S-turns across a road by describing:
 - a) Faulty entry procedure.
 - b) Poor planning, orientation, or division of attention.
 - c) Uncoordinated use of flight controls.
 - d) Improper correction for wind drift.
 - e) An unsymmetrical ground track.
 - f) Failure to maintain selected altitude or airspeed.
 - g) Selection of a ground reference line where there is no suitable emergency landing area within gliding distance.
- 3) Demonstrates and simultaneously explains S-turns across a road from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to S-turns across a road.

10.3 TASK: TURNS AROUND A POINT (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of turns around a point by describing:
 - a) How to select a suitable altitude.
 - b) How to select a suitable ground reference point with consideration given to emergency landing areas.
 - c) Orientation, division of attention, and planning.
 - d) Configuration and airspeed prior to entry.
 - e) Entry procedure.
 - f) Wind drifts correction.
 - g) How to maintain desired altitude, airspeed, and distance from reference point.
 - h) Coordination of flight controls.
 - 2) Exhibits instructional knowledge of common errors related to turns around a point by describing:
 - a) Faulty entry procedure.
 - b) Poor planning, orientation, or division of attention.
 - c) Uncoordinated use of flight controls.
 - d) Improper correction for wind drift.
 - e) Failure to maintain selected altitude or airspeed.
 - f) Selection of a ground reference point where there is no suitable emergency landing area within gliding distance.
 - 3) Demonstrates and simultaneously explains turns around a point from an instructional standpoint.
 - 4) Analyzes and corrects simulated common errors related to turns around a point.
-

SECTION 11 AREA OF OPERATION: SLOW FLIGHT, STALLS

Note: The examiner must select at least one Task. Stalls must not be performed with one engine at reduced power or inoperative and the other engine(s) developing effective power.

Stalls using high power settings should not be performed. The high pitch angles necessary to induce these stalls could possibly result in uncontrollable flight.

Examiners and instructors should be alert to the possible development of high sink rates when performing stalls in multiengine airplanes with high wing loading.

11.1 TASK: MANEUVERING DURING SLOW FLIGHT (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of maneuvering during slow flight by describing:
 - a) Relationship of configuration, weight, center of gravity, maneuvering loads, angle of bank, and power to flight characteristics and controllability.
 - b) Relationship of the maneuver to critical flight situations, such as go-around.
 - c) Performance of the maneuver with selected configurations in straight-and-level flight and level turns.
 - d) Specified airspeed for the maneuver.
 - e) Coordination of flight controls.
 - f) Trim technique.
 - g) Reestablishment of cruise flight.
 - 2) Exhibits instructional knowledge of common errors related to maneuvering during slow flight by describing:
 - a) Failure to establish specified gear and flap configuration.
 - b) Improper entry technique.
 - c) Failure to establish and maintain the specified airspeed.
 - d) Excessive variations of altitude and heading when a constant altitude and heading are specified.
 - e) rough and/or uncoordinated use of flight controls.
 - f) Improper correction for torque effect.
 - g) Improper trim technique.
 - h) Unintentional stalls.
 - i) Inappropriate removal of hand from throttles.
 - 3) Demonstrates and simultaneously explains maneuvering during slow flight from an instructional standpoint.
 - 4) Analyzes and corrects simulated common errors related to maneuvering during slow flight.
-

11.2 TASK: POWER-ON STALLS (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations by describing:
 - a) Aerodynamics of power-on stalls.
 - b) Relationship of various factors such as airplane configuration, weight, center of gravity, load factor, and bank angle to stall speed.
 - c) Flight situations where unintentional power-on stalls may occur.
 - d) Entry technique and minimum entry altitude.
 - e) Performance of power-on stalls in climbing flight (straight or turning).
 - f) Coordination of flight controls.
 - g) Recognition of the first indications of power-on stalls.
 - h) Recovery technique and minimum recovery altitude.
- 2) Exhibits instructional knowledge of common errors related to power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations by describing:
 - a) Failure to establish the specified configuration prior to entry.
 - b) Improper pitch, heading, yaw, and bank control during straight-ahead stalls.
 - c) Improper pitch, yaw, and bank control during turning stalls.
 - d) Rough and/or uncoordinated use of flight controls.
 - e) Failure to recognize the first indications of a stall.
 - f) Failure to achieve a stall.
 - g) Improper torque correction.
 - h) Poor stall recognition and delayed recovery.
 - i) Excessive altitude loss or excessive airspeed during recovery.
 - j) Secondary stall during recovery.
- 3) Demonstrates and simultaneously explains power-on stalls, in climbing flight (straight or turning), with selected configurations, from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to power-on stalls, in climbing flight (straight or turning), with selected configurations.

11.3 TASK: POWER-OFF STALLS (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations by describing:
 - a) Aerodynamics of power-off stalls.
 - b) Relationship of various factors, such as airplane configuration, weight, center of gravity, load factor, and bank angle to stall speed.
 - c) Flight situations where unintentional power-off stalls may occur.
 - d) Entry technique and minimum entry altitude.
 - e) Performance of power-off stalls in descending flight (straight or turning).
 - f) Coordination of flight controls.
 - g) Recognition of the first indications of power-off stalls.
 - h) Recovery technique and minimum recovery altitude.

2. Exhibits instructional knowledge of common errors related to power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations by describing:
 - a) Failure to establish the specified configuration prior to entry.
 - b) Improper pitch, heading, yaw, and bank control during straight-ahead stalls.
 - c) Improper pitch, yaw, and bank control during turning stalls.
 - d) Rough and/or uncoordinated use of flight controls.
 - e) Failure to recognize the first indications of a stall.
 - f) Failure to achieve a stall.
 - g) Improper torque correction.
 - h) Poor stall recognition and delayed recovery.
 - i) Excessive altitude loss or excessive airspeed during recovery.
 - j) Secondary stall during recovery.
- 3) Demonstrates and simultaneously explains power-off stalls, in descending flight (straight or turning), with selected configurations, from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to power-off stalls, in descending flight (straight or turning), with selected configurations.

11.4 TASK: ACCELERATED MANEUVER STALLS (DEMONSTRATION) (AMEL and AMES)

Note: This Task must be completed by oral examination or demonstration at the discretion of the examiner.

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements of accelerated maneuver stalls by describing:
 - a) Aerodynamics of accelerated maneuver stalls.
 - b) Flight situations where accelerated maneuver stalls may occur.
 - c) Hazards of accelerated stalls during stall or spin recovery.
 - d) Entry procedure and minimum entry altitude.
 - e) Recognition of the accelerated stall.
 - f) Recovery procedure and minimum recovery altitude.
 - 2) Demonstrates and simultaneously explains accelerated maneuver stall from an instructional standpoint.
 - 3) Exhibits instructional knowledge of common errors related to accelerated maneuver stalls by describing:
 - a) Failure to establish proper configuration prior to entry.
 - b) Improper or inadequate demonstration of the recognition of and recovery from an accelerated maneuver stall.
 - c) Failure to present simulated student instruction that adequately emphasizes the hazards of poor procedures in recovering from an accelerated stall.
 - 4) Analyzes and corrects simulated common errors related to accelerated stalls.
-

SECTION 12 AREA OF OPERATION: BASIC INSTRUMENT MANEUVERS

Note: The examiner must select at least one Task.

12.1 TASK: STRAIGHT-AND-LEVEL FLIGHT (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, FAA-H-8083-15, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of straight-and-level flight solely by reference to instruments by describing:
 - a) Instrument cross-check, instrument interpretation, and aircraft control.
 - b) Instruments used for pitch, bank, and power control, and how those instruments are used to maintain altitude, heading, and airspeed.
 - c) Trim technique.
- 2) Exhibits instructional knowledge of common errors related to straight-and-level flight solely by reference to instruments by describing:
 - a) "Fixation," "omission," and "emphasis" errors during instrument cross-check.
 - b) Improper instrument interpretation.
 - c) Improper control applications.
 - d) Failure to establish proper pitch, bank, or power adjustments during altitude, heading, or airspeed corrections.
 - e) Faulty trim technique.
- 3) Demonstrates and simultaneously explains straight-and-level flight, solely by reference to instruments, from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to straight-and-level flight, solely by reference to instruments.

12.2 TASK: CONSTANT AIRSPEED CLIMB (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, FAA-H-8083-15, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of straight and turning, constant airspeed climbs, solely by reference to instruments by describing:
 - a) Instrument cross-check, instrument interpretation, and aircraft control.
 - b) instruments used for pitch, bank, and power control during entry, during the climb, and during level off, and how those instruments are used to maintain climb heading and airspeed.
 - c) Trim technique.
- 2) Exhibits instructional knowledge of common errors related to straight and turning, constant airspeed climbs, solely by reference to instruments by describing:
 - a) "Fixation," "omission," and "emphasis" errors during instrument cross-check.
 - b) Improper instrument interpretation.
 - c) Improper control applications.
 - d) Failure to establish proper pitch, bank, or power adjustments during heading and airspeed corrections.

- e) Improper entry or level-off procedure.
 - f) Faulty trim technique.
- 3) Demonstrates and simultaneously explains a straight and turning, constant airspeed climbs, solely by reference to instruments, from an instructional standpoint.
 - 4) Analyzes and corrects simulated common errors related to straight and turning, constant airspeed climbs, solely by reference to instruments.

12.3 TASK: CONSTANT AIRSPEED DESCENTS (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, FAA-H-8083-15, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of straight and turning, constant airspeed descents, solely by reference to instruments by describing:
 - a) Instrument cross-check, instrument interpretation, and aircraft control.
 - b) Instruments used for pitch, bank, and power control during entry, during the descent, and during level off, and how those instruments are used to maintain descent heading and airspeed.
 - c) Trim technique.
- 2) Exhibits instructional knowledge of common errors related to straight and turning, constant airspeed descents, solely by reference to instruments by describing:
 - a) "Fixation," "omission," and "emphasis" errors during instrument cross-check.
 - b) Improper instrument interpretation.
 - c) Improper control applications.
 - d) Failure to establish proper pitch, bank, or power adjustments during heading and airspeed corrections.
 - e) Improper entry or level-off procedure.
 - f) Faulty trim technique.
- 3) Demonstrates and simultaneously explains a straight and turning, constant airspeed descent, solely by reference to instruments, from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to straight and turning, constant airspeed descents, solely by reference to instruments.

12.4 TASK: TURNS TO HEADINGS (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, FAA-H-8083-15, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of turns to headings, solely by reference to instruments by describing:
 - a) Instrument cross-check, instrument interpretation, and aircraft control.
 - b) Instruments used for pitch, bank, and power control during turn entry, during the turn, and during the turn rollout, and how those instruments are used.
 - c) Trim technique.
 - 2) Exhibits instructional knowledge of common errors related to turns to headings, solely by reference to instruments by describing:
 - a) "Fixation," "omission," and "emphasis" errors during instrument cross-check.
-

- b) Improper instrument interpretation.
 - c) Improper control applications.
 - d) Failure to establish proper pitch, bank, and power adjustments during altitude, bank, and airspeed corrections.
 - e) Improper entry or rollout technique.
 - f) Faulty trim technique.
- 3) Demonstrates and simultaneously explains a turn to a heading, solely by reference to instruments, from an instructional standpoint.
 - 4) Analyzes and corrects simulated common errors related to turns to headings, solely by reference to instruments.

12.5 TASK: RECOVERY FROM UNUSUAL FLIGHT ATTITUDES (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, FAA-H-8083-15, POH/AFM.

- 1) Exhibits instructional knowledge of the elements of recovery from unusual flight attitudes by describing:
 - a) Conditions and situations that may result in unusual flight attitudes.
 - b) The two basic unusual flight attitudes—nose-high (climbing turn) and nose-low (diving spiral).
 - c) How unusual flight attitudes are recognized.
 - d) Control sequence for recovery from a nose-high attitude and the reasons for that sequence.
 - e) Control sequence for recovery from a nose-low attitude and the reasons for that sequence.
 - f) Reasons why the controls should be coordinated during unusual flight attitude recoveries.
 - 2) Exhibits instructional knowledge of common errors related to recovery from unusual flight attitudes by describing:
 - a) Failure to recognize an unusual flight attitude.
 - b) Consequences of attempting to recover from an unusual flight attitude by “feel” rather than by instrument indications.
 - c) Inappropriate control applications during recovery.
 - d) Failure to recognize from instrument indications when the airplane is passing through a level flight attitude.
 - 3) Demonstrates and simultaneously explains a recovery from nose-high and a nose-low flight attitude from an instructional standpoint.
 - 4) Analyzes and corrects simulated common errors related to recovery from unusual flight attitudes.
-

SECTION 13 AREA OF OPERATION: EMERGENCY OPERATIONS

Note: The examiner must select at least Task 13.2 or 13.3, 13.4, and one other Task..

13.1 TASK: SYSTEMS AND EQUIPMENT MALFUNCTIONS (AMEL and AMES)

Note: The examiner must not simulate a system or equipment malfunction in a manner that may jeopardize safe flight or result in possible damage to the airplane.

Objective: To determine that the applicant exhibits instructional knowledge of at least five (5) of the equipment malfunctions, appropriate to the airplane used for the practical test by describing recommended pilot action for:

- 1) Smoke, fire, or both, during ground or flight operations.
- 2) Rough running engine or partial power loss.
- 3) Loss of engine oil pressure.
- 4) Fuel starvation.
- 5) Engine overheats.
- 6) Hydraulic malfunction.
- 7) Electrical malfunction.
- 8) Carburetor or induction icing.
- 9) Door or window opening in flight.
- 10) Inoperative or "runaway" trim.
- 11) Landing gear or flap malfunction.
- 12) Pressurization malfunctions (If applicable)
- 13) Propeller Malfunction.

13.2 TASK: ENGINE FAILURE DURING TAKEOFF BEFORE V_{MC} (AMEL and AMES)

Note: Engine failure must not be simulated at a speed greater than 50 percent V_{MC} .

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements related to engine failure during takeoff before V_{MC} by describing:
 - a) use of prescribed emergency procedure.
 - b) prompt closing of throttles.
 - c) how to maintain directional control.
 - d) proper use of brakes (landplane).
- 2) Exhibits instructional knowledge of common errors related to engine failure during takeoff before V_{MC} by describing:
 - a) failure to follow prescribed emergency procedure.
 - b) failure to promptly recognize engine failure.
 - c) failure to promptly close throttles following engine failure.
 - d) faulty directional control and use of brakes.
- 3) Demonstrates and simultaneously explains a simulated engine failure during takeoff before V_{MC} from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to engine failure during takeoff before V_{MC} .

13.3 TASK: ENGINE FAILURE AFTER LIFT-OFF (AMEL and AMES)

References: FAA-H-8083-3, POH/AFM.

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements related to engine failure after lift-off by describing:
 - a) use of prescribed emergency checklist to verify accomplishment of procedures for securing the inoperative engine.
 - b) proper adjustment of engine controls, reduction of drag, and identification and verification of the inoperative engine.
 - c) how to establish and maintain a pitch attitude that will result in the best engine inoperative airspeed, considering the height of obstructions.
 - d) how to establish and maintain a bank as required for best performance.
 - e) how to maintain directional control.
 - f) methods to be used for determining reason for malfunction.
 - g) monitoring and proper use of the operating engine.
 - h) an emergency approach and landing, if a climb or level flight is not within the airplane's performance capability.
 - j) how to obtain assistance from the appropriate facility.
- 2) Exhibits instructional knowledge of common errors related to engine failure after lift-off by describing:
 - a) failure to follow prescribed emergency checklist.
 - b) failure to properly identify and verify the inoperative engine.
 - c) failure to properly adjust engine controls and reduce drag.
 - d) failure to maintain directional control.
 - e) failure to establish and maintain a pitch attitude that will result in best engine inoperative airspeed, considering the height of obstructions.
 - f) failure to establish and maintain proper bank for best performance.
- 3) Demonstrates and simultaneously explains a simulated engine failure after lift-off from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to engine failure after lift-off.

13.4 TASK: APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (AMEL and AMES)

References: FAA-H-8083-3, POH/AFM.

Objective: To determine that the applicant:

- 1) Exhibits instructional knowledge of the elements related to an approach and landing with an inoperative engine by describing:
 - a) use of the prescribed emergency checklist to verify accomplishment of procedures for securing the inoperative engine.
 - b) proper adjustment of engine controls, reduction of drag, and identification and verification of the inoperative engine.
-

- c) how to establish and maintain best engine inoperative airspeed.
 - d) trim procedure.
 - e) how to establish and maintain a bank as required for best performance.
 - f) the monitoring and adjusting of the operating engine.
 - g) proper approach to selected touchdown area, at the recommended airspeed.
 - h) proper application of flight controls.
 - i) how to maintain a precise ground track.
 - j) wind shear and turbulence.
 - k) proper timing, judgment, and control procedure during roundout and touchdown.
 - l) directional control after touchdown.
 - m) use of brakes (landplane).
- 2) Exhibits instructional knowledge of common errors related to an approach and landing with an inoperative engine by describing:
- a) failure to follow prescribed emergency checklist.
 - b) failure to properly identify and verify the inoperative engine.
 - c) failure to properly adjust engine controls and reduce drag.
 - d) failure to establish and maintain best engine inoperative airspeed.
 - e) improper trim procedure.
 - f) failure to establish proper approach and landing configuration at appropriate time and in proper sequence.
 - g) failure to use proper procedure for wind shear or turbulence.
 - h) faulty technique during round out and touchdown.
 - i) improper directional control after touchdown.
 - j) improper use of brakes (landplane).
- 3) Demonstrates and simultaneously explains an approach and landing with a simulated inoperative engine from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to an approach and landing with an inoperative engine.

13.5 TASK: EMERGENCY DESCENT (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM.

- 1) Exhibits instructional knowledge of the elements related to an emergency descent by describing:
- a) situations that require an emergency descent.
 - b) proper use of the prescribed emergency checklist to verify accomplishment of procedures for initiating the emergency descent.
 - c) proper use of clearing procedures before initiating and during the emergency descent.
 - d) procedures for recovering from an emergency descent.
 - e) manufacturer's procedures.
- 2) Exhibits instructional knowledge of common errors related to an emergency descent by describing:
- a) the consequences of failing to identify reason for executing an emergency descent.
 - b) improper use of the prescribed emergency checklist to verify accomplishment of procedures for initiating the emergency descent.
 - c) improper use of clearing procedures before initiating and during the emergency descent.
 - d) improper procedures for recovering from an emergency descent.
-

- 3) Demonstrates and simultaneously explains an approach and landing with a simulated inoperative engine from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to an approach and landing with an inoperative engine.

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

13.6 TASK: EMERGENCY EQUIPMENT AND SURVIVAL GEAR (AMEL and AMES)

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to emergency equipment and survival gear appropriate to the airplane used for the practical test by describing:

- 1) Equipment and gear appropriate for operation in various climates, over various types of terrain, and over water.
- 2) Purpose, method of operation or use, servicing and storage of appropriate equipment.

SECTION 14 AREA OF OPERATION: MULTIENGINE OPERATIONS

Note: The examiner must select Tasks 14.4, 14.5, and one other Task.

14.1 TASK: OPERATION OF SYSTEMS (AMEL and AMES)

References: FAA-H-8083-3, POH/AFM.

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to the operation of systems, as applicable to the multiengine airplane used for the practical test, by describing at least five (5) of the following systems:

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

14.2 TASK: PERFORMANCE AND LIMITATIONS (AMEL and AMES)

References: FAA-H-8083-3, POH/AFM.

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to multiengine performance and limitations by describing:

- 1) Determination of weight and balance condition.
- 2) Use of performance charts, tables, and other data in determining performance in various phases of flight.
- 3) Effects of exceeding limitations.
- 4) Effects of atmospheric conditions on performance.
- 5) Factors to be considered in determining that the required performance is within the airplane's single and multiengine capabilities.

14.3 TASK: FLIGHT PRINCIPLES-ENGINE INOPERATIVE (AMEL and AMES)

References: FAA-H-8083-3, POH/AFM, FAA-P-8740-66

Objective: To determine that the applicant exhibits instructional knowledge of the elements related to flight principles engine—inoperative by describing:

- 1) Meaning of the term “critical engine.”
- 2) Effects of density altitude on the VMC demonstration.
- 3) Effects of airplane weight and center of gravity on control.
- 4) Effects of bank angle on VMC.
- 5) Relationship of VMC to stall speed.
- 6) Reasons for loss of directional control.
- 7) Indications of loss of directional control.
- 8) Importance of maintaining the proper pitch and bank attitude, and the proper coordination of controls.
- 9) Loss of directional control recovery procedures.
- 10) Engine failure during takeoff including planning, decisions, and single-engine operations.

14.4 TASK: MANEUVERING WITH ONE ENGINE INOPERATIVE (AMEL and AMES)

Note: The feathering of one propeller can be demonstrated in any multiengine airplane equipped with propellers that can be safely feathered unless the manufacturer prohibits the intentional feathering of the propellers during flight. Feathering for pilot flight test purposes should be performed only under such conditions and at such altitudes (no lower than 3,000 feet above the surface) and positions where safe landings on established airports can be readily accomplished, in the event difficulty is encountered during unfeathering.

At altitudes lower than 3,000 feet above the surface, simulated engine failure will be performed by throttling the engine and then establishing zero thrust.

In the event a propeller cannot be unfeathered during the practical test, it should be treated as an emergency.

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM, FAA-P-8740-66

- 1) Exhibits instructional knowledge of the elements related to maneuvering with one engine inoperative by describing:
 - a) flight characteristics and controllability associated with maneuvering with one engine inoperative.
 - b) use of prescribed emergency checklist to verify accomplishment of procedures for securing inoperative engine.
 - c) proper adjustment of engine controls, reduction of drag, and identification and verification of the inoperative engine.
 - d) how to establish and maintain the best engine inoperative airspeed.
 - e) proper trim procedure.
 - f) how to establish and maintain a bank, as required, for best performance.
 - g) appropriate methods to be used for determining the reason for the malfunction.
 - h) importance of establishing a heading toward the nearest suitable airport or seaplane base.
 - i) importance of monitoring and adjusting the operating engine.
 - j) performance of straight-and-level flight, turns, descents, and climbs, if the airplane is capable of those maneuvers under existing conditions.

- 2) Exhibits instructional knowledge of common errors related to maneuvering with one engine inoperative by describing:
 - a) failure to follow prescribed emergency checklist.
 - b) failure to recognize an inoperative engine.
 - c) hazards of improperly identifying and verifying the inoperative engine.
 - d) failure to properly adjust engine controls and reduce drag.
 - e) failure to establish and maintain the best engine inoperative airspeed.
 - f) improper trim procedure.
 - g) failure to establish and maintain proper bank for best performance.
 - h) failure to maintain positive control while maneuvering.
 - i) hazards of attempting flight contrary to the airplane's operating limitations.
- 3) Demonstrates and simultaneously explains maneuvering with one engine inoperative from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to maneuvering with one engine inoperative.

14.5 TASK: VMC WITH DEMONSTRATION (AMEL and AMES)

Note: Performing this maneuver by increasing pitch attitude to a high angle with both engines operating and then reducing power on the critical engine should be avoided. This technique is hazardous and may result in loss of aircraft control.

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM, FAA-P-8740-66

- 1) Exhibits instructional knowledge of the elements related to VMC demonstration by describing:
 - a) causes of loss of directional control at airspeeds less than VMC, the factors affecting VMC, and the safe recovery procedures.
 - b) establishment of airplane configuration, adjustment of power controls, and trim prior to the demonstration.
 - c) establishment of engine inoperative pitch attitude and airspeed.
 - d) establishment of a bank attitude as required for best performance.
 - e) entry procedure to demonstrate loss of directional control.
 - f) indications that enable a pilot to recognize loss of directional control.
 - g) proper recovery procedure.
 - 2) Exhibits instructional knowledge of common errors related to VMC demonstration by describing:
 - a) inadequate knowledge of the causes of loss of directional control at airspeeds less than VMC, factors affecting VMC, and safe recovery procedures.
 - b) improper entry procedures, including pitch attitude, bank attitude, and airspeed.
 - c) failure to recognize imminent loss of directional control.
 - d) failure to use proper recovery procedure.
 - 3) Demonstrates and simultaneously explains engine inoperative loss of directional control from an instructional standpoint.
-

- 4) Analyzes and corrects simulated common errors related to engine inoperative loss of directional control.

14.6 TASK: DEMONSTRATING THE EFFECTS OF VARIOUS AIRSPEEDS AND CONFIGURATIONS DURING ENGINE INOPERATIVE PERFORMANCE (AMEL and AMES)

Objective: To determine that the applicant:

References: FAA-H-8083-3, POH/AFM, FAA-P-8740-66.

- 1) Exhibits instructional knowledge of the elements related to the effects of various airspeeds and configurations during engine inoperative performance by describing:
 - a) selection of proper altitude for the demonstration.
 - b) proper entry procedure to include pitch attitude, bank attitude, and airspeed.
 - c) effects on performance of airspeed changes at, above, and below VYSE.
 - d) effects on performance of various configurations:
 - i) extension of landing gear.
 - ii) extension of wing flaps.
 - iii) extension of both landing gear and wing flaps.
 - iv) wind milling of propeller on inoperative engine.
 - e) airspeed control throughout the demonstration.
 - f) proper control technique and procedures throughout the demonstration.
 - 2) Exhibits instructional knowledge of common errors related to the effects of various airspeeds and configurations during engine inoperative performance by describing:
 - a) inadequate knowledge of the effects of airspeeds above or below VYSE and of various configurations on performance.
 - b) improper entry procedures, including pitch attitude, bank attitude, and airspeed.
 - c) improper airspeed control throughout the demonstration.
 - d) rough and/or uncoordinated use of flight controls.
 - e) improper procedures during resumption of cruise flight.
 - 3) Demonstrates and simultaneously explains the effects of various airspeeds and configurations during engine inoperative performance from an instructional standpoint.
 - 4) Analyzes and corrects simulated common errors related to the effects of various airspeeds and configurations during engine inoperative performance.
-

SECTION 15 AREA OF OPERATION: POSTFLIGHT PROCEDURES

Note: The examiner must select Task 15.1 and, for ASES applicants, at least one other Task.

15.1 TASK: POSTFLIGHT PROCEDURES (AMEL and AMES)

Objective: To determine that the applicant:

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

- 1) Exhibits instructional knowledge of the elements of postflight procedures by describing:
 - a) parking procedure (landplane).
 - b) engine shutdown and securing cockpit.
 - c) deplaning passengers.
 - d) securing airplane.
 - e) postflight inspection.
 - f) refueling.
- 2) Exhibits instructional knowledge of common errors related to post flight procedures by describing:
 - a) hazards resulting from failure to follow recommended procedures.
 - b) poor planning, improper procedure, or faulty judgment in performance of postflight procedures.
- 3) Demonstrates and simultaneously explains post flight procedures from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to post flight procedures.

15.2 TASK: ANCHORING (AMES)

Objective: To determine that the applicant:

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

- 1) Exhibits instructional knowledge of the elements of anchoring by describing:
 - a) how to select a suitable area for anchoring.
 - b) recommended procedure for anchoring in a lake, river, or tidal area.
 - c) number of anchors and lines to be used to ensure seaplane security in various conditions.
 - d) hazards to be avoided during anchors.
 - e) requirements for anchoring lights.
- 2) Exhibits instructional knowledge of common errors related to anchoring by describing:
 - a) hazards resulting from failure to follow recommended anchoring procedures.
 - b) consequences of poor planning, improper procedure, or poor judgment when anchoring.

- c) consequences of failure to use anchor lines of adequate length and strength to ensure seaplane security.
- 3) Demonstrates and simultaneously explains anchoring from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to anchoring.

15.3 TASK: DOCKING AND MOORING (AMES)

Objective: To determine that the applicant:

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

- 1) Exhibits instructional knowledge of the elements of anchoring and mooring by describing:
 - a) how to select a suitable area for docking and mooring.
 - b) recommended procedure for mooring in a lake, river, or tidal area.
 - c) number of tie-downs and lines to be used to ensure seaplane security in various conditions.
 - d) hazards to be avoided during docking and mooring.
 - e) requirements for docking and mooring lights.
- 2) Exhibits instructional knowledge of common errors related to docking and mooring by describing:
 - a) hazards resulting from failure to follow recommended procedures.
 - b) consequences of poor planning, improper procedure, or poor judgment when docking and mooring.
 - c) consequences of failure to use docking or mooring lines of adequate length and strength to ensure seaplane security.
- 3) Demonstrates and simultaneously explains docking and mooring from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to docking and mooring.

15.4 TASK: BEACHING (AMES)

Objective: To determine that the applicant:

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

- 1) Exhibits instructional knowledge of the elements of beaching by describing:
 - a) recommended procedures for beaching.
 - b) factors to be considered such as beach selection, water depth, current, tide, and wind.
 - c) procedures to be followed to ensure seaplane security.
 - d) hazards to be avoided.
-

- 2) Exhibits instructional knowledge of common errors related to beaching by describing:
 - a) hazards resulting from failure to follow recommended procedures.
 - b) consequences of poor beach selection, poor planning, improper procedure, or faulty judgment when beaching.
 - c) a consequence of failure to take appropriate precautions to avoid hazards or to ensure that seaplane is secure.
- 3) Demonstrates and simultaneously explains beaching from an instructional standpoint.
- 4) Analyzes and corrects simulated common errors related to beaching.

15.5 TASK: RAMPING (AMES)

Objective: To determine that the applicant:

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

- 1) Exhibits instructional knowledge of the elements of ramping by describing:
 - a) factors, such as type of ramp surface, wind, current, and direction and control of approach speed.
 - b) recommended procedures for ramping.
 - c) hazards to be avoided.
 - 2) Exhibits instructional knowledge of common errors related to ramping by describing:
 - a) hazards resulting from failure to follow recommended procedures.
 - b) consequences of poor planning, improper procedure, or faulty judgment when ramping.
 - c) consequences of failure to take appropriate precautions to avoid hazards or to ensure that the seaplane is secure.
 - 3) Demonstrates and simultaneously explains ramping from an instructional standpoint.
 - 4) Analyzes and corrects simulated common errors related to ramping.
-

SECTION 16: CHECKLIST**16.1 : APPLICANT SKILL TEST CHECKLIST****Applicant's Skill Test Checklist (Multiengine)****Appointment with Examiner**

Examiner's Name: _____

Location: _____

Date/Time: _____

Acceptable Aircraft

- ☐ View-Limiting Device (if applicable)
- ☐ Aircraft Documents:
- ☐ Airworthiness Certificate
- ☐ Registration Certificate
- ☐ Operating Limitations
- ☐ Aircraft Maintenance Records:
- ☐ Logbook Record of Airworthiness Inspections and AD Compliance

Personal Equipment

- ☐ Skill Test Standard
- ☐ Lesson Plan Library
- ☐ Current Aeronautical Charts
- ☐ Computer and Plotter
- ☐ Flight Plan and Flight Log Forms
- ☐ Current AIP, Airport Facility Directory, and Appropriate Publications

Personal Records

- ☐ Identification – Photo/Signature ID
 - ☐ Pilot Certificate
 - ☐ Current and Appropriate Medical Certificate
 - ☐ Completed CAAP Form 541, Airman Certificate and/or Rating Application
 - ☐ CAAP-AEB CoR, Airman Written Test Report or Computer Test Report
 - ☐ Pilot Logbook with Appropriate Instructor Endorsements
 - ☐ CAAP Notice of Disapproval (if applicable)
 - ☐ Approved School Graduation Certificate (if applicable)
 - ☐ Examiner's Fee (if applicable)
-

16.2 : EXAMINER SKILL TEST CHECKLIST

**Examiner's Skill Test Checklist
Flight Instructor – Airplane
(Multi-Engine)**

Applicant's Name: _____

Examiner's Name: _____

Date: _____ Type Check: _____

Type Airplane: _____

Area of Operation:

SECTION 2 (1). FUNDAMENTALS OF INSTRUCTING

- ☐ A. Human Behavior and Effective Communication
- ☐ B. The Learning Process
- ☐ C. The Teaching Process
- ☐ D. Assessment and Critique
- ☐ E. Instructor Responsibilities and Professionalism
- ☐ F. Techniques of Flight Instruction
- ☐ G. Risk Management

SECTION 2 (2). TECHNICAL SUBJECT AREAS

- ☐ A. Aeromedical Factors
- ☐ B. Runway Incursion Avoidance
- ☐ C. Visual Scanning and Collision Avoidance
- ☐ D. Principles of Flight
- ☐ E. Airplane Flight Controls
- ☐ F. Airplane Weight and Balance
- ☐ G. Navigation and Flight Planning
- ☐ H. Night Operations
- ☐ I. High Altitude Operations
- ☐ J. PCARs and Publications
- ☐ K. National Airspace System
- ☐ L. Navigation Systems and Radar Services
- ☐ M. Logbook Entries and Certificate Endorsements
- ☐ N. Water and Seaplane Characteristics
- ☐ O. Seaplane Bases, Rules, and Aids to Marine Navigation

SECTION 3. PREFLIGHT PREPARATION

- ☐ A. Certificates and Documents
- ☐ B. Weather Information
- ☐ C. Operation of Systems
- ☐ D. Performance and Limitations
- ☐ E. Airworthiness Requirements

**SECTION 4. PREFLIGHT LESSON ON A MANEUVER TO BE
PERFORMED IN FLIGHT**

- ☐ A. Maneuver Lesson

SECTION 5. PREFLIGHT PROCEDURES

- ☐ A. Preflight Inspection
- ☐ B. Cockpit Management
- ☐ C. Engine Starting
- ☐ D. Taxiing—Landplane
- ☐ E. Taxiing—Seaplane
- ☐ F. Sailing
- ☐ G. Before Takeoff Check

SECTION 6. AIRPORT AND SEAPLANE BASE OPERATIONS

- ☐ A. Radio Communications and ATC Light Signals
- ☐ B. Traffic Patterns
- ☐ C. Airport/Seaplane Base, Runway and Taxiway Signs, Markings, and Lighting

SECTION 7. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- ☐ A. Normal and Crosswind Takeoff and Climb
- ☐ B. Short-Field (Confined Area AMES) Takeoff and Maximum Performance Climb
- ☐ C. Glassy-Water Takeoff and Climb
- ☐ D. Rough-Water Takeoff and Climb
- ☐ E. Normal and Crosswind Approach and Landing
- ☐ F. Go-Around/Rejected Landing
- ☐ G. Short-Field (Confined Area AMES) Approach and Landing
- ☐ H. Glassy-Water Approach and Landing
- ☐ I. Rough-Water Approach and Landing

SECTION 8. FUNDAMENTALS OF FLIGHT

- ☐ A. Straight-and-Level Flight
- ☐ B. Level Turns
- ☐ C. Straight Climbs and Climbing Turns
- ☐ D. Straight Descents and Descending Turns

SECTION 9. PERFORMANCE MANEUVERS

- ☐ A. Steep Turns

SECTION 10. GROUND REFERENCE MANEUVERS

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

SECTION 11. SLOW FLIGHT AND STALLS

- ☐ A. Maneuvering During Slow Flight
- ☐ B. Power-On Stalls (Proficiency)
- ☐ C. Power-Off Stalls (Proficiency)
- ☐ D. Accelerated Maneuver Stalls (Demonstration)

SECTION 12. BASIC INSTRUMENT MANEUVERS

- ☐ A. Straight-and-Level Flight
- ☐ B. Constant Airspeed Climbs
- ☐ C. Constant Airspeed Descents
- ☐ D. Turns to Headings
- ☐ E. Recovery from Unusual Flight Attitudes

SECTION 13. EMERGENCY OPERATIONS

- ☐ A. Systems and Equipment Malfunctions
- ☐ B. Engine Failure During Takeoff Before VMC
- ☐ C. Engine Failure After Lift-Off
- ☐ D. Approach and Landing with an Inoperative Engine
- ☐ E. Emergency Descent
- ☐ F. Emergency Equipment and Survival Gear

SECTION 14. MULTIENGINE OPERATIONS

- ☐ A. Operation of Systems
- ☐ B. Performance and Limitations
- ☐ C. Flight Principles—Engine Inoperative
- ☐ D. Maneuvering with One Engine Inoperative
- ☐ E. VMC Demonstration
- ☐ F. Demonstrating the Effects of Various Airspeeds and Configurations During Engine Inoperative Performance

SECTION 15. POSTFLIGHT PROCEDURES

- ☐ A. Post flight Procedures
 - ☐ B. Anchoring
 - ☐ C. Docking and Mooring
 - ☐ D. Beaching
 - ☐ E. Ramping
-

SECTION 17: LETTER OF DISCONTINUANCE

17.1 : EXAMINER'S NOTICE OF DISAPPROVAL

When a skill test is discontinued for reasons other than unsatisfactory performance (i.e., equipment failure, weather, or illness) CAAP Form 541, Airman Certificate and/or Rating Application, and, if applicable, the Airman Knowledge Test Report, shall be returned to the applicant. The examiner at that time shall prepare, sign, and issue a Notice of Disapproval to the applicant. The Notice of Disapproval should identify the Areas of Operation and their associated Tasks of the skill test that were successfully completed. The applicant shall be advised that the Notice of Disapproval shall be presented to the examiner when the skill test is resumed, and made part of the certification file.

17.2 : SAMPLE EXAMINER'S NOTICE OF DISAPPROVAL



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
www.caap.gov.ph

(insert date)

NOTICE OF DISAPPROVAL

(insert name of recipient)

(insert address)

Dear (insert name):

This letter serves as your notification that the attached Proficiency Check Report dated (insert date of report) indicates that you need further training on the following area/s of operation:

- 1.
- 2.
- 3.

In the interest of public safety, you are directed not to exercise the privileges of your license (insert license number), except to receive flight training, until after a satisfactory result of your proficiency check. Failure to re-schedule and satisfactorily complete the proficiency check within 60 days when the proficiency check was discontinued, will result in suspension of your license in accordance with FCARs.

Respectfully yours,

(insert name)

CAAP Pilot Examiner

CC: (insert aviation employer if applicable)