Examiner's Plan of Action

1. VERIFY APPLICANT ELIGIBILITY

- ☐ Verify § 61.103 - Applicant meets the eligibility requirements
- ☐ Verify § 61.105 - Applicant has received and logged the required ground training (or presents a certificate from a home study course) and passed the required knowledge test.
- ☐ Verify § 61.107 - Applicant has logged training for required flight proficiency.
- ☐ Verify § 61.109 - Applicant possesses and logged the required aeronautical experience.
- ☐ Complete Applicant's Practical Test Checklist:

PERSONAL EQUIPMENT

- ☐ View-Limiting Device
- ☐ Completed FAA 7233-1 Flight Plan Form or electronic equivalent
- ☐ Completed flight logs or electronic equivalent
- ☐ Computer and plotter or electronic equivalent
- ☐ Current Aeronautical Charts or electronic equivalent
- ☐ Current Chart Supplement or electronic equivalent
- ☐ Appropriate publications or electronic equivalent
- ☐ Backup charging source and backup charts if using EFB (recommended)

PERSONAL RECORDS

- ☐ Government issued ID (name matches IACRA)
- ☐ Pilot certificate (signed on back)
- ☐ Current Medical Certificate or BasicMed Qualification
- ☐ FAA Form 8710-1 or IACRA form with CFI signature
- ☐ Knowledge Test Results (with endorsement if re-test)
- ☐ Pilot Logbook with Instructor Endorsements
- ☐ FAA Form 8060-5, Notice of Disapproval (if applicable)
- ☐ Letter of Discontinuance (if applicable)
- ☐ Evaluator's fee (if applicable)

The applicant has been instructed to plan the following cross-country flight scenario:

Scenario: You are due for a promotion at work and you've offered to fly your boss, Bill Lumbergh, and a coworker, Peter to KRAP to see Mt Rushmore and the Black Hills National Forest. You've already reserved the hotel rooms and a rental car which you reserved through the local FBO.

There's a lot riding on this trip. Be sure to consult the ACS and identify Risk Elements associated with flight. A strong understanding of ADM and adherence to personal minimums can greatly enhance your ability to perceive threats and take the appropriate action to mitigate the threat.

Bill weights 170 Lbs.
Peter weighs 170 Lbs. (If you're airplane only holds 2 passengers, Peter will stay behind.)
Luggage weighs 100 lbs. plus a badly damaged printer weighing another 100 lbs. that Bill wants to take to Rapid City for repairs.

2. VERIFY ACCEPTABLE AIRCRAFT

☐ Maintenance Records (AV1ATE)
☐ A/C Documents (AROW or ARROW)
☐ Approved FAA POH (or substitute if approved by Evaluator)

3. CONDUCT PRACTICAL TEST

Examiner Rules of Conduct

- I will conduct this test in accordance with the ASEL ACS.
- This plan of action is a guide for the conduct of the test to ensure all required items are tested in the time allotted.
- Instruction during the FAA Practical Exam is not allowed.
- Areas found to be deficient will be marked as "below standards." Applicant will review those areas and receive additional instruction if necessary. Subsequent verification by the appropriate CFI or Stage Check Pilot is required.
- Perfection is not the standard. Students should strive to remain within standards and when a deviation occurs, promptly correct to within standards.
- Second chances are not allowed.
- I will take notes throughout the test to provide you with a through debrief.
- Oral examining will continue throughout the test.
- Assume you have passed unless told otherwise.
- I will not intervene or provide assistance except to prevent an violation or unsafe condition.
- Please let me know if you do not understand a question, statement or instruction.

Three possible outcomes:

1. Temporary Certificate
2. Notice of Disapproval
3. Letter of Discontinuance

5 minute break if student would like one and we will begin the Oral Exam

Examiner's Plan of Action
Private Pilot ASEL

ORAL EVALUATION

1. Preflight Preparation (10 minutes)

A. Certificates and Documents

1. What documents must you have in your possession or readily accessible when acting as PIC?
2. What class of medical certificate is required to act as PIC while exercising the privileges of a private pilot certificate? Duration?
3. What privileges and limitations apply to private pilots?
4. What recency of experience requirements apply to private pilots?
5. Explain the difference between proficiency and currency?
6. What flight time is required to be logged?
7. What is the definition of night time?

B. Airworthiness Requirements (10 minutes)

1. What a/c documents are required to be in the a/c during operation?
2. What a/c inspections are required to be documented for today's flight?
3. Explains the importance of AD. (AD's are used by the FAA to notify aircraft owners and operators of unsafe conditions and to require their correction. AD's prescribe the conditions and limitations, including inspection, repair or alteration under which the product may continue to be operated.)
4. Who is responsible for maintaining an a/c in an airworthy condition?
5. Who responsible for determining that the a/c is airworthy?
6. Who is authorized to conduct a/c mx?
7. Can you conduct your own mx or preventative mx?
8. Equipment requirements day – What would you do if you noticed the engine oil temperature gage was still at full cold when conducting your runnup inspection (inop Oil Temperature Gage)?
9. Equipment requirements night – When are position lights required? Is a landing light required?
10. Ferry Permit – What if the engine oil temperature gage were inoperative whilst on the ground at a small airstrip. Is there any way to ferry the airplane with inoperative equipment that is otherwise required by regulation, equipment list, etc.?

C. Weather Information (20 minutes)

1. What FAA facility is considered the primary source of Aviation Weather Briefings? What types of briefings are available?
2. Student demonstrates use of FAA wx briefing, ASOS, METAR, TAF, etc in scenario:
   a. How can I check current wx at KAPA and/or Destination? Demonstrates ASOS
   b. Explain the difference between ASOS, METAR, ATIS
   c. What is the most appropriate source of wx information at the Centennial Apt within the past hour? Demonstrates the use of METAR or ATIS
      i. Ie. METAR: KIAH 031353Z 18010G16KT 7SM BKN013TCU OVC023 26/23 A2981 RMK AO2 SLP094 TCU E-S MOVG NE VCSH E-S T02610228
3. How can I check forecasted WX at KAPA and/or destination? Demonstrates use of TAF.
   a. Ie. what is the wx in IAH at 2300Z in the example below?
      i. TAF: KIAH 031404Z 0314/0418 19011KT P6SM BKN013 OVC023
         TEMPO 0315/0319 -SHRA
         FM031900 20015G23KT P6SM VCTS BKN015CB
         TEMPO 0322/0324 4SM -TSRA BKN010CB
         FM040100 31008G15KT P6SM VCSH OVC015
4. Which chart shows areas of convective activity including level of intensity, tops and direction of movement? Demonstrates the use of Radar Summary Chart
5. Which chart depicts pressure centers, frontal zones, isobars? Demonstrates the use of Surface Analysis Chart
6. What is a chart similar to the Surface analysis chart except that its forecasted? Demonstrates the use of Prog Charts.
7. What type of weather is generally associated with: a low pressure system, a high pressure system, a cold front, a warm front, a stationary front, an occluded front? State characteristics as: Visibility - good/bad, Clouds - Cumulous/Stratus, Precip - Showery/continuous
8. What kind of weather would I expect to see if I were in _____ (pick a city with obvious isobar contours) to test student understanding of Isobars.
9. What are some kinds of fog and what kind(s) would I most likely encounter in the Denver area?
10. Under what conditions would you expect icing to occur?
11. How can you receive an Inflight Weather Briefing?
12. Seasonal weather phenomena.

**Ensure student correlates dynamic wx to the flight, identifies limitations of wx reports and forecasts, applies personal wx minimums

D. Cross Country Flight Planning & National Airspace System (20 minutes)

Using student's flight planning materials and pre-assigned route of flight and scenario, test for understanding and completion of the following:

1. Is it legal to use an EFB? Why? (yes, AC-120-76D)

2. Applicant presents flight planned to first fuel stop using real-time weather and provides a risk analysis.
3. Route Planning Considerations
   a. Terrain and obstacle clearance considerations
   b. Engine failure, divert, emergency considerations
   c. Airspace considerations
   d. Special Use Airspace (SUA) considerations
4. VFR Sectional Chart symbology and airspace general
   a. Describes meaning of use chart symbology and test for basic knowledge of NAS to include:
      i. Type of airspace depicted
      ii. General dimensions
      iii. VFR visibility and cloud clearance requirements
      iv. Equipment requirements
      v. Other considerations
   b. Identifies and demonstrates knowledge of chart symbology
5. Filing, activating and closing of a VFR flight plan. Elements of a VFR Flight plan.
6. Appropriate selection of navigation systems/facilities and communication frequencies.

**Ensure student correlates PAVE checklist, identifies hazards, alternates if flight cannot be performed as planned, tendency to continue despite adverse change in conditions, understands possible differences between published and actual performance data

E. Performance and Limitations (10 minutes)
1. Compute Weight and Weight and balance for a scenario
2. Evaluate t/o and landing data
3. Calculates a/c performance: climb rates, TAS, groundspeed, fuel burn, decent planning
4. Calculates Heading, Time, Fuel, Distance under actual conditions
5. Recalculates fuel based on scenario provided by instructor

F. Aircraft Systems and Limitations (10 minutes)
1. Explain a/c systems; choose 3 of the following:
   a. Primary flight controls
   b. Secondary flight controls
   c. Powerplant and propeller
   d. Fuel, oil, hydraulic
   e. Electrical
   f. Pitot-Static
   g. Environmental.

G. Human Factors (10 minutes)

1. What are your personal minimums?
2. Performs or provides a risk analysis. (uses PPP, PAVE, TEAM, CARE)
3. Perform a self-assessment including whether the pilot is fit for flight.
4. Show sound decision-making and judgment (based on reality of circumstances).

PRACTICAL EVALUATION

To the examiner: the following RM concepts should be confirmed during all phases of flight:

- ADM
- Collision avoidance, division of attention
- Distractions, loss of SA, improper task management
- Stall/spin awareness, energy management

II. Preflight Procedures:

A. Preflight Assessment (preflight inspection)
1. Risk Management
   a. External Pressures
   b. Environment
   c. Aviation security
2. Skills and Knowledge
   a. Checklist usage (internal and external inspection)
   b. Verifies A/c in airworthy condition
   c. Knowledge of a/c systems and detection of possible defects

B. Flight Deck Management
1. Risk Management
   a. Improper SRM, ADM
2. Skills and Knowledge
   a. Ensures security of all objects in the airplane.
   b. Ensures all items are organized in a manner to support successful outcome of the flight.
   c. Proper programming/use of navigation equipment and other electronics
   d. Conducts passenger and crew briefings as required.

C. Engine Starting
1. Risk Management
   a. Propeller Safety
2. Skills and Knowledge
   a. Proper positioning of A/C considering wind, obstructions, safety
   b. Engine starting under a variety of atmospheric conditions
   c. Checklist Usage

D. Taxi
1. Risk Management
   a. Inappropriate activities
   b. Expectation bias
2. Skills and Knowledge

a. Brake Check
b. Positions flight controls correctly
c. Throttle and brake management
d. Situational awareness
e. ATC clearances and communications
f. a/c control during taxi
g. use of navigation charts
h. use of briefings to avoid runway incursions

E. Before Takeoff Check

1. Risk Management
   a. Maintains Situational awareness
   b. Identification/mitigation of threats
2. Skills and Knowledge
   a. Division of attention
   b. Positioning of a/c
   c. Verify engine parameters and a/c airworthiness
   d. Checklist usage
   e. use of briefings to avoid runway incursions

III. Airport operations

A. Communication and light gun signals

1. Risk Management
   a. Failure to declare an emergency
   b. Confirmation bias or expectation bias
2. Skills and Knowledge
   a. Appropriate use of radio equipment and tuning of frequencies
   b. Radio communications in accordance with AIM
   c. Receives, acknowledges, and complies with instructions

B. Traffic Patterns

1. Risk Management
   a. Distractions
   b. Operating near other aircraft
   c. Failure to execute timely go around
   d. Loss of situational awareness
2. Skills and Knowledge
   a. Maintains TPA ±100' & 10 kts
   b. Fly correct ground track and pattern procedures
   c. Comply with traffic pattern procedures
   d. Maintains awareness of other a/c and proper spacing when required

IV. Takeoffs, Landings, and Go-Arounds

A. Normal Takeoff and Climb

1. RM
   a. Crosswind, windshear, wake TB
   b. Engine failure, other emergencies
   c. Distractions
2. Skills and Knowledge
   a. Checklist usage
   b. Runway selection
   c. Effects of atmospherics
   d. Rotates and lifts off at the appropriate airspeeds
   e. Climbs at Vy +10/-5 kts to a safe altitude
   f. Directional control and wind drift correction

B. Normal Apch and Landing

1. RM
   a. Environmental hazards
   b. Operational hazards
   c. Distractions
2. Skills and Knowledge
   a. Ensure a/c is on the correct/assigned runway
   b. Checklist usage
   c. S/A and comms
   d. Stabilized approach including crosswind
   e. A/s +10/-5 kts
   f. Touches down smoothly at a speed providing little or no aerodynamic lift
   g. Touches down within 400' of specified point with no drift, on centerline, and with a/c properly aligned with the runway
   h. Maintains crosswind correction and directional control throughout the landing sequence
   i. Executes timely go-around if apch cannot be executed within the tolerances above

C. Soft Field Takeoff and Climb

1. RM
   a. Environmental factors
   b. Emergency considerations
   c. Collision avoidance
   d. SRM and Task Management
2. Skills and Knowledge
   a. Checklist usage
   b. SA and Comms

c. Collision avoidance and division of attention
d. A/c control
    i. Systems management and configuration
    ii. Rotates correctly and accelerates in ground effect
    iii. Vx or Vy +10/−5 kts
    iv. Maintains desired flight path

D. Soft Field Approach and Landing
1. RM
    a. Environmental factors
    b. Emergency considerations
    c. Collision avoidance
    d. SRM and Task Management
2. Skills and Knowledge
    a. Checklist usage
    b. SA and Comms
    c. Proper a/c configuration
    d. Proper a/s +10/−5 kts
    e. Proper landing technique keeping nose off until loss of elevator effectiveness
    f. Maintains proper positioning of flight controls and speed for soft surface
    g. Executes go around if maneuver cannot be made within the tolerances above

E. Short Field and Max Performance Climb
1. RM
    a. Environmental factors
    b. Emergency considerations
    c. Collision avoidance
2. Skills and Knowledge
    a. Checklist usage
    b. SA and Comms
    c. Collision avoidance and division of attention
    d. Maneuver Parameters
        i. Systems management and configuration
        ii. Rotates correctly and accelerates in ground effect
        iii. Establishes correct pitch attitude
        iv. Maintains Vx +10/−5 kts until obstacle is cleared or 50'
        v. Maintains desired flight path

F. Soft Field Approach and Landing
1. RM
    a. Environmental factors
    b. Emergency considerations

c. Collision avoidance

2. Skills and Knowledge
   a. Checklist usage
   b. SA and Comms
   c. Proper a/c configuration
   d. Proper a/s +10/-5 kts
   e. Touchdown ≤200' beyond specified point
   f. Proper braking technique
   g. Timely go around if landing within tolerances not anticipated

G. Forward Slip to Landing

1. RM
   a. Low altitude stall/spin awareness
   b. Failure to apply correct controls for crosswind landings
   c. Failure to go-around
2. Skills and Knowledge
   a. Purpose of the maneuver
   b. Determines if xwind component exceeds pilot's or aircraft's capability
   c. Extablishes a sutable touchdown point
   d. Maintains desired flight path
   e. Touchdown ≤400' beyond specified point
   f. Maintains crosswind correction and directional control throughout the landing sequence
   g. Executes timely go-around if apch cannot be executed within the tolerances above

H. Go Around/Rejected Landing

1. RM/PAVE/TEAM
   a. Delayed recognition or performance of go around
   b. Improper power application or a/c configuration
   c. Collision avoidance, division of attention
   d. Distractions, loss of SA, improper task management
2. Skills and Knowledge
   a. Purpose of the maneuver
   b. Knowledge elements related to maneuver
   c. Checklist usage
   d. Environmental considerations
   e. SA and Comms
   f. A/c configuration
   g. Maneuver parameters
      i. Timely decision and execution
      ii. Correct pitch and power
      iii. Vy +10/-5 kts

iv. Maintains desired flight path

V. Performance and Ground Reference Maneuvers

A. Steep Turns

1. RM
   a. Collision avoidance, division of attention
   b. Distractions, loss of SA, improper task management
   c. Stall/spin awareness, energy management
2. Skills and Knowledge
   a. Purpose of the maneuver
   b. Knowledge elements related to maneuver
   c. Checklist usage
   d. Environmental considerations
   e. SA and Comms
   f. A/c configuration
   g. Maneuver parameters
      i. ≅45^0 AoB
      ii. 360^0 turns in both directions
      iii. ±100', AS ±10 kts, Bank ±5^0. Hdg ±10'

B. Ground Reference Maneuvers

1. RM
   a. Collision avoidance, division of attention
   b. Distractions, loss of SA, improper task management
   c. Stall/spin awareness, energy management
   d. Emergency considerations
2. Skills and Knowledge
   a. Knowledge elements related to maneuver
   b. Identifies suitable emergency landing area
   c. Selects suitable ground reference
   d. Plans the maneuver as to enter with the appropriate perameters
   e. Applies wind drift corrections
   f. Maneuver parameters
      i. Divides attention between a/c control, collision avoidance and ground track while maintaining coordinated flight
      ii. 600'-1000' AGL ±100', a/s ±10 kts
      iii. Exits as appropriate

VI. NAVIGATION

A. Pilotage and Dead Reckoning

1. RM

a. Selects most appropriate altitude considering obstacles and emergencies
b. Bracketing strategy
c. Task management
d. Cockpit organization
e. Failure to properly lean or select planned RPM setting

2. Skills and Knowledge
a. Prepare and use paper or electronic flight log
b. Navigate by pilotage, dead reckoning
c. Note differences between pre-computed headings, groundspeeds and elapsed times
d. Maintain ±3 nm of flight planned route
e. Arrives within 5 minutes of flight planned or revised ATA
f. ALT ±200' and HDG 15^0

B. Navigation Systems and Radar Services

1. RM
a. Failure to manage automation and navigation systems

2. Skills and Knowledge
a. Use an installed electronic navigation system
b. Intercepting and tracking radials or bearings as appropriate
c. Recognizing station passage
d. Recognizes signal loss and takes corrective action
e. Determine a/c position using navigation system
f. Proper comms when using radar services
g. Maintains ALT ±200' and HDG $\pm15^0$

C. Diversion

1. RM/ADM/SRM
a. Failure to make timely decision
b. Selects inappropriate airport
c. Failure to manage tasks and maintain situational awareness

2. Skills and Knowledge
a. Selects appropriate destination
b. Estimates HDG, Time, Fuel, Distance
c. Use of resources (SRM)

D. Lost Procedures

1. RM
a. Failure to record times over waypoints
b. Failure to declare an emergency or seek assistance

2. Skills and Knowledge
a. Determines position
b. Maintains appropriate hdg and climbs as necessary

c. Uses pilotage, electronic nav and ATC to determine position

VII. Slow Flight and Stalls

A. Maneuvering during slow flight

1. RM
   a. Understanding hazards of inadvertent slow flight
2. Skills and Knowledge
   a. Understands aerodynamics of slow flight
   b. Maintains coordinated flight
   c. Maneuver Parameters
      i. ≥1500'
      ii. Establish AS with no stall indications
      iii. Config as specified
      iv. ALT ±100', HDG ±10°, +10/-0 KTS, specified AoB ±10°

B. Power-Off Stalls

1. RM
   a. Failure to recognize stall indications
   b. Improper recovery procedure
   c. Factors affecting stalling speed
   d. Secondary stalls, accelerated stalls, and cross-control stalls
2. Skills and knowledge
   a. Maneuver parameters
      i. Clear the area
      ii. ≥1500',
      iii. Configure as specified by evaluator
      iv. Establish a stabilized decent
      v. Transitions from apch decent to an attitude that will induce a stall
      vi. 10° HDG if straight, ≤20° AoB if turning
      vii. Recognizes and recover promptly after a full stall has occured
      viii. Executes proper recovery procedure iaw POH/AFM
      ix. Accelerates to Vx or Vy prior to flap retraction
      x. Returns to ALT, HDG and IAS specified by evaluator

C. Power-On Stalls

1. RM
   a. Failure to recognize stall indications
   b. Improper recovery procedure
   c. Factors affecting stalling speed
   d. Secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls
2. Skills and knowledge
   a. Stall indications

b. Circumstances that can lead to inadvertent stalls
c. Maneuver parameters
   i. Clear the area
   ii. ≥1500',
   iii. Establish takeoff, departure or cruise configuration as assigned by the examiner
   iv. Power as specified by examiner, not less than 65%
   v. 10° HDG if straight, ≤20° AoB ±10if turning
   vi. Acknowledges and recovers at the first indication of an impending stall
   vii. Executes proper recovery procedure iaw POH/AFM
   viii. Accelerates to Vx or Vy prior to flap retraction
   ix. Returns to ALT, HDG and IAS specified by evaluator

D. Spin Awareness
1. RM
   a. Factors leading to or contributing to spins
   b. Recovery procedure
2. Skills and Knowledge
   a. Spin recovery procedures
   b. Assess and avoid situations where unintentional spins may occur

VIII. Basic Instrument Maneuvers

A. Emergency Decent (eg. smoke/fire)
1. RM
   a. Poor cockpit/task management
   b. Continued flight into IMC
   c. Hazards of rapid head movement
2. Skills and Knowledge
   a. Controls a/c solely by reference to instruments
   b. Performs straight and level flight
   c. Airspeed climbs
   d. Airspeed descents
   e. Turns to headings
   f. Recovery from unusual attitudes
   g. Use of a navigation facility to intercept and track a desired course
   h. Interact with ATC in order to obtain and comply with radar sevices
   i. Maneuver parameters:
      i. ALT ±200', HDG ±20^0, IAS ±10 KTS

B. Emergency approach and landing (simulated)
1. RM:

a. Collision hazards
b. Low altitude stall/spin awareness
c. Failure to select suitable landing area
d. Improper task management

2. Skills and Knowledge
   a. Analyze situation and take most appropriate course of action
   b. Exhibit orientation, division of attention, and proper planning
   c. Effects of atmospherics
   d. ATC services
   e. Maneuver parameters:
      i. a/s ±10kts
      ii. proper configuration
      iii. plans and follows flight path to the selected landing area
      iv. prepares for landing
      v. completes checklist
      vi. makes appropriate radio calls when conditions allow

C. Systems and equipment malfunctions (relocated from the flight portion)

1. RM:
   a. Failure to use proper checklist
2. Skills and Knowledge
   a. Demonstrates understanding of:
      i. Partial or complete loss of engine power
      ii. Electrical malfunction
      iii. Flight control failures
      iv. Flight instrument failures
      v. System failures
      vi. Smoke/fire
      vii. Inadvertent door/window open
   b. Describes action items for 3 of the above.
   c. Analyze situation and take most appropriate course of action
   d. Completes checklist or procedure

XI. Postflight Procedures

C. After landing, Parking and securing

1. RM:
   a. Distractions
   b. Airport security
   c. Inappropriate cockpit/task management
2. Skills and Knowledge
   a. Utilize runway incursion avoidance procedures

b. Complete checklists after a/c has stopped
c. Proper shutdown procedure
d. Documentation
e. Disembarkation of passengers
f. Safety awareness
g. Securing of aircraft
h. Postflight inspection
i. Checklist usage

END EVALUATION