



# NEW FAA CHANGES THAT AFFECT YOUR CHECKRIDE

## PRIVATE PILOT PRACTICAL TEST COURSE

You will want to know that the FAA announced a new edition of the Private Pilot Practical Test Standards, FAA-S-8081-14B replacing FAA-S-8081-14A, effective June 1, 2012. These changes add Special Emphasis Areas to the oral portion of your flight test as well as new tasks to the flying portion of your flight test. The changes in the Introduction include an extensive section on Single Pilot Resource Management and additional Special Emphasis items. There are also new tasks for Runway Incursion Avoidance in Area II, and Emergency Descent in Area X. The flight test you see in our video is representative of how your flight test will be conducted, but it does not cover these new topics and tasks. You will need to cover them with your instructor before scheduling your practical test.

### REFERENCES

These are the references that the FAA uses to develop the Tasks you will be tested on. Note also that the individual references are listed at the top in each separate Task. The **bolded** items are new to this PTS.

14 CFR part 39	<b>Airworthiness Directives</b>
14 CFR part 43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration
14 CFR part 61	Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 91	General Operating and Flight Rules
14 CFR part 93	Special Air Traffic Rules
AC 00-6	Aviation Weather
AC 00-45	Aviation Weather Services
AC 61-65	Certification: Pilots and Flight Instructors
AC 61-67	Stall and Spin Awareness Training
AC 61-84	Role of Preflight Preparation
AC 90-48	Pilot's Role in Collision Avoidance
AC 90-66	Recommended Standard Traffic Patterns and Practices for Aeronautical Operations at Airports Without Operating Control Towers
AC 91-13	<b>Cold Weather Operation of Aircraft</b>
AC 91-55	<b>Reduction of Electrical System Failures Following Aircraft Engine Starting</b>
AC 91-69	Seaplane Safety for FAR Part 91 Operations
AC 91-73	Part 91 and 135 Single-Pilot Procedures During Taxi Operations
AC 120-51	Crew Resource Management Training
AC 120-74	<b>Parts 91, 121, 125 and 135 Flightcrew Procedures During Taxi Operations</b>
AC 150-5340-18	<b>Standards for Airport Sign Systems</b>
AIM	Aeronautical Information Manual
AFD	Airport Facility Directory
FAA-H-8083-1	Weight and Balance Handbook
FAA-H-8083-2	<b>Risk Management Handbook</b>
FAA-H-8083-3	Airplane Flying Handbook
FAA-H-8083-6	<b>Advanced Avionics Handbook</b>
FAA-H-8083-15	Instrument Flying Handbook
FAA-H-8083-23	<b>Seaplane, Skiplane, and Float/Ski Equipped Helicopter Operations Handbook</b>

FAA-H-8083-25  
FAA-P-8740-19  
NOTAMs  
POH/AFM  
Other

Pilot's Handbook of Aeronautical Knowledge  
**Flying Light Twins Safely**  
Notices to Airmen  
Pilot Operating Handbook FAA Approved Flight Manual  
Navigation Charts  
**Navigation Equipment Operation**  
Manuals Seaplane Supplement  
**USCG Navigation Rules, International–Inland**

## ORAL PORTION

During the oral portion of your practical test the examiner is required to discuss the following special emphasis areas with you. Those items in **bold** are new topics as of June 1, 2012.

### *Special Emphasis Areas*

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

1. Positive aircraft control,
2. Positive exchange of the flight controls procedure,
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),** and
16. Other areas deemed appropriate to any phase of the practical test.

A given special emphasis area may not be specifically addressed under a given Task during the flight portion of the practical test however all areas are essential to flight and will be evaluated during the practical test.

The FAA has included an extensive discussion of Single Pilot Resource Management (SRM) in the introduction to the Practical Test Standards and you need to be prepared to discuss the six elements of SRM as indicated below:

### *Single-Pilot Resource Management (SRM)*

The examiner shall evaluate the applicant's ability throughout the practical test to use good aeronautical decision-making procedures in order to evaluate risks. The examiner shall accomplish this requirement by developing a scenario that incorporates as many Tasks as possible to evaluate the applicant's risk management in making safe aeronautical decisions. For example, the examiner may develop a scenario that incorporates weather decisions and performance planning.

The applicant's ability to utilize all the assets available in making a risk analysis to determine the safest course of action is essential for satisfactory performance. The scenario should be realistic and within the capabilities of the aircraft used for the practical test.

Single-Pilot Resource Management (SRM) is defined as the art and science of managing all the resources (both onboard the aircraft and from outside sources) available to a single-pilot (prior and during flight) to ensure that the successful outcome of the flight is never in doubt. SRM available resources can include human resources, hardware, and information. Human resources "...includes all other groups routinely working with the pilot who are involved in decisions that are required to operate a flight safely. These groups include, but are not limited to: dispatchers, weather briefers,

maintenance personnel, and air traffic controllers.” SRM is a set of skill competencies that must be evident in all Tasks in this practical test standard as applied to single-pilot operation.

The following six items are areas of SRM:

- **Aeronautical Decision-Making**

*References: FAA-H-8083-15, FAA-H-8083-25; AC 60-22.*

**Objective:** To determine that the applicant exhibits sound aeronautical decision-making during the planning and execution of the planned flight.

The applicant should:

1. Use a sound decision-making process, such as the DECIDE model, 3P model, or similar process when making critical decisions that will have an effect on the outcome of the flight. The applicant should be able to explain the factors and alternative courses of action that were considered while making the decision.
2. Recognize and explain any hazardous attitudes that may have influenced any decision.
3. Decide and execute an appropriate course of action to properly handle any situation that arises that may cause a change in the original flight plan in such a way that leads to a safe and successful conclusion of the flight.
4. Explain how the elements of risk management, CFIT awareness, overall situational awareness, use of automation, and task management influenced the decisions made and the resulting course of action.

- **Risk Management**

*References: FAA-H-8083-25; FITS document, Managing Risk through Scenario-Based Training, Single-Pilot Resource Management, and Learner Centered Grading.*

**Objective:** To determine that the applicant can utilize risk management tools and models to assess the potential risk associated with the planned flight during preflight planning and while in flight.

The applicant should:

1. Explain the four fundamental risk elements associated with the flight being conducted in the given scenario and how each one was assessed.
2. Use a tool, such as the PAVE checklist, to help assess the four risk elements.
3. Use a personal checklist, such as the I'M SAFE checklist, to determine personal risks.
4. Use weather reports and forecasts to determine weather risks associated with the flight.
5. Explain how to recognize risks and how to mitigate those risks throughout the flight.
6. Use the 5P model to assess the risks associated with each of the five factors.

- **Task Management**

*Reference: FAA-H-8083-15.*

**Objective:** To determine that the applicant can prioritize the various tasks associated with the planning and execution of the flight.

The applicant should:

1. Explain how to prioritize tasks in such a way to minimize distractions from flying the aircraft.
2. Complete all tasks in a timely manner considering the phase of flight without causing a distraction from flying.
3. Execute all checklists and procedures in a manner that does not increase workload at critical times.

- **Situational Awareness**

*References: FAA-H-8083-15, FAA-H-8083-25.*

**Objective:** To determine that the applicant can maintain situational awareness during all phases of the flight.

The applicant should:

1. Explain the concept of situational awareness and associated factors.
2. Explain the dangers associated with becoming fixated on a particular problem to the exclusion of other aspects of the flight.
3. State the current situation at any time during the flight in such a way that displays an accurate assessment of the current and future status of the flight, including weather, terrain, traffic, ATC situation, fuel status, and aircraft status.
4. Explain taxi operation planning procedures, such as recording taxi instructions, reading back taxi clearances, and reviewing taxi routes on the airport diagram.
5. Explain procedures for steering, maneuvering, maintaining taxi, runway position, and situational awareness.

6. Explain procedures for holding the pilot's workload to a minimum during taxi operations which should increase the pilot's awareness during taxiing.
7. ATC communications and pilot operations before takeoff, before landing, and after landing at controlled and uncontrolled airports.
8. Uses the navigation displays, traffic displays, terrain displays, weather displays, and other features of the aircraft to maintain a complete and accurate awareness of the current situation and any reasonably anticipated changes that may occur.

- **Controlled Flight into Terrain Awareness**

*References: Controlled Flight Into Terrain Training Aid website: [http://www.faa.gov/training\\_testing/training/media/cfit/volume1/titlepg.pdf](http://www.faa.gov/training_testing/training/media/cfit/volume1/titlepg.pdf).*

**Objective:** To determine that the applicant can accurately assess risks associated with terrain and obstacles, maintain accurate awareness of terrain and obstacles, and can use appropriate techniques and procedures to avoid controlled flight into terrain or obstacles by using all resources available.

The applicant should:

1. Use current charts and procedures during the planning of the flight to ensure the intended flightpath avoids terrain and obstacles.
2. Be aware of potential terrain and obstacle hazards along the intended route.
3. Explain the terrain display, TAWS, and/or GPWS as installed in the aircraft.
4. Use the terrain display, TAWS, and/or GPWS of the navigation displays as appropriate to maintain awareness and to avoid terrain and obstacles.
5. Plan departures and arrivals to avoid terrain and obstacles.
6. Alter flight as necessary to avoid terrain.
7. Plan any course diversion, for whatever reason, in such a way to ensure proper terrain and obstruction clearance to the new destination.
8. Explain and understand aircraft performance limitations associated with CFIT accidents.

- **Automation Management**

*References: FAA-H-8083-15, FAA-H-8083-6.*

**Objective:** To determine that the applicant can effectively use the automation features of the aircraft, including autopilot and flight management systems, in such a way to manage workload and can remain aware of the current and anticipated modes and status of the automation.

The applicant should:

1. Explain how to recognize the current mode of operation of the autopilot/FMS.
2. Explain how to recognize anticipated and unanticipated mode or status changes of the autopilot/FMS.
3. State at any time during the flight the current mode or status and what the next anticipated mode or status will be.
4. Use the autopilot/FMS to reduce workload as appropriate for the phase of flight, during emergency or abnormal operations.
5. Recognize unanticipated mode changes in a timely manner and promptly return the automation to the correct mode.

## FLIGHT PORTION

The following new tasks and elements have been added to the flight portion of the practical test.

### II. Preflight Procedures

#### **AN ENTIRE NEW TASK HAS BEEN ADDED TO THIS AREA OF OPERATION.**

##### ***Task F: Runway Incursion Avoidance (ASEL and ASES)***

*References: FAA-H-8083-3, FAA-H-8083-25; AC 91-73, AC 150-5340-18; AIM.*

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

1. Exhibiting distinct challenges and requirements during taxi operations not found in other phases of flight operations.
2. Exhibiting procedures for appropriate cockpit activities during taxiing including taxi route planning, briefing the location of HOT SPOTS, communicating and coordinating with ATC.

3. Exhibiting procedures for steering, maneuvering, maintaining taxiway, runway position, and situational awareness.
4. Knowing the relevance/importance of hold lines.
5. Exhibiting procedures to ensure the pilot maintains strict focus to 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. Utilizing procedures for holding the pilot's workload to a minimum during taxi operations.
7. Utilizing taxi operation planning procedures, such as recording taxi instructions, reading back taxi clearances, and reviewing taxi routes on the airport diagram.
8. Utilizing procedures to insure that clearance or instructions that are actually received are adhered to rather than the ones expected to be received.
9. Utilizing procedures to maintain/enhance 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. Exhibiting 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. Conducting appropriate after landing/taxi procedures in the event the aircraft is on a taxiway that is between parallel runways.
12. Knowing 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. Utilizing ATC communications and pilot actions before takeoff, before landing, and after landing at towered and non-towered airports.
14. Knowing procedures unique to night operations.
15. Knowing operations at non-towered airports.
16. Knowing the use of aircraft exterior lighting.
17. Knowing the hazards of Low visibility operations.

Runway incursion avoidance procedures will be observed and graded during taxi and in all takeoff and landing tasks (Normal and Cross-Wind, Short-Field and Soft-Field)

## **VII. Navigation**

A new element has been added to the Pilotage and Dead Reckoning Task on the use of the magnetic compass.

### ***Task A: Pilotage and Dead Reckoning (ASEL and ASES)***

*References: FAA-H-8083-25; 14 CFR part 61; Navigation Chart.*

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

1. Exhibits satisfactory knowledge of the elements related to pilotage and dead reckoning.
2. Follows the preplanned course by reference to landmarks.
3. Identifies landmarks by relating surface features to chart symbols.
4. Navigates by means of precomputed headings, groundspeeds, and elapsed time.
5. **Demonstrates use of magnetic compass in navigation, to include turns to new headings.**
6. Corrects for and records the differences between preflight groundspeed, fuel consumption, and heading calculations and those determined en route.
7. Verifies the airplane's position within 3 nautical miles of the flight-planned route.
8. Arrives at the en route checkpoints within 5 minutes of the initial or revised ETA and provides a destination estimate.
9. Maintains the appropriate altitude,  $\pm 200$  feet and headings,  $\pm 15^\circ$ .

## **VII. Slow Flight and Stalls**

A note has been added to this area of operation to indicate that all stalls will be taken to the full stall condition prior to initiating the recovery:

## **X. Emergency Operations**

### **AN ENTIRE NEW TASK HAS BEEN ADDED TO THIS AREA OF OPERATION.**

#### ***Task A: Emergency Descent (ASEL and ASES)***

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

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

1. Exhibits satisfactory knowledge of the elements related to an emergency descent.
2. Recognizes situations, such as depressurization, cockpit smoke, and/or fire that require an emergency descent.
3. Establishes the appropriate airspeed and configuration for the emergency descent.
4. Exhibits orientation, division of attention, and proper planning.
5. Maintains positive load factors during the descent.
6. Completes appropriate checklists.

## **XI. Night Operation**

A new element has been added to the Night Preparation Task about illusions at night.

### **Task A: Night Preparation (ASEL and ASES)**

References: FAA-H-8083-3, FAA-H-8083-25; AIM; POH/AFM.

**Objective:** To determine that the applicant exhibits satisfactory knowledge of the elements related to night operations by explaining:

1. Physiological aspects of night flying as it relates to vision.
2. Lighting systems identifying airports, runways, taxiways and obstructions, and pilot controlled lighting.
3. Airplane lighting systems.
4. Personal equipment essential for night flight.
5. Night orientation, navigation, and chart reading techniques.
6. Safety precautions and emergencies unique to night flying.
7. **Somatogravic illusion and black hole approach illusion.**