



Membership Certification Standards

P1 Private Pilot License (PPL) ASEL:

Using the Member Certification Standards (MCS)

The MCS consists of Areas of Operation arranged in a logical sequence, beginning with Preflight Preparation and ending with Postflight Procedures. Each Area of Operation includes Tasks appropriate to that Area of Operation. Each Task begins with an Objective stating what the member should know, consider, and/or do. The MCS then lists the aeronautical knowledge, risk management, and skill elements relevant to the specific Task, along with the conditions and standards for acceptable performance. The MCS uses Notes to emphasize special considerations. The MCS uses the terms "will" and "must" to convey directive (mandatory) information. The term "may" denotes items that are recommended but not required. The coding of each Task's elements indicate an area that should be taught and examined or demonstrated. For example, in Tasks such as "General limitations of VFR flight" (PPL.I.A.K1), the member should be prepared for questions on weather minima and limitations for VFR flight according to the local rules of the airspace in which the checkride is being conducted in.

Each Task in the MCS is coded according to a scheme that includes four elements. For example: **PPL.I.A.K1**

- **PPL** = Applicable MCS (Private Pilot License - Airplane Single Engine Land)
- **I** = Area of Operation (Preflight Preparation)
- **A** = Task (Pilot Qualifications and Aircraft Airworthiness)
- **K1** = Task Element Knowledge (General limitations of VFR flight)

Checkride Examination Requirements

Examination must be flown entirely without the use of a flight director or autopilot.

Pilot Rating Aircraft Requirements

Aircraft allowed to be used for this pilot rating must be:

- Fixed wing
- Non-Complex (No retractable gear or controllable pitch propellers)
- Single engine and Piston driven
- Max Gross weight less than 5670kg (12,500lbs)

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Areas of Operation

I. Preflight Preparation

Task	A. Pilot Qualifications and Aircraft Airworthiness
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with VFR flight as a pilot and aircraft airworthiness
Knowledge	The member demonstrates an understanding of:
PPL.I.A.K1	General limitations of VFR flight
PPL.I.A.K2	Equipment requirements for day and night VFR flight
PPL.I.A.K2a	a. Flying VFR with failed or inoperative equipment
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.I.A.R1	Flying unfamiliar airplanes, or operating with unfamiliar flight display systems, and avionics
PPL.I.A.R2	Inoperative equipment discovered prior to or during flight.
Skills	The member demonstrates the ability to:
PPL.I.A.S1	Apply general requirements to operate under Visual Flight Rules (VFR) in a scenario given by the evaluator using the local rules of the check ride location. Note: This skill may be examined during written exam

Task	B. Weather Information
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with weather information for a flight under VFR.
Knowledge	The member demonstrates an understanding of:
PPL.I.B.K1	Local acceptable sources of weather data for flight planning purposes.
PPL.I.B.K2	Weather products and resources required for preflight planning, current and forecast weather for departure, en route, and arrival phases of flight. (METAR and TAFF reports)
PPL.I.B.K3	Meteorology applicable to the departure, en route, alternate, and destination under VFR in Visual Meteorological Conditions (VMC) to include expected climate and hazardous conditions such as:
PPL.I.B.K3a	a. Wind (e.g., crosswind, tailwind, windshear, etc.)
PPL.I.B.K3b	b. Thunderstorms and Microburst
PPL.I.B.K3c	c. Moisture/precipitation

PPL.I.B.K3d	d. Clouds
PPL.I.B.K3e	e. Icing
PPL.I.B.K3f	f. Fog
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.I.B.R1	Factors involved in making the go/no-go and continue/divert decisions, to include:
PPL.I.B.R1a	a. Circumstances that would make diversion prudent
PPL.I.B.R1b	b. Hazardous weather conditions to include known or forecast icing or turbulence aloft
Skills	The member demonstrates the ability to:
PPL.I.B.S1	Correlate given examination weather information to make a competent go/no-go decision.

Task	C. Cross Country Planning
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with cross-country flights and VFR flight planning.
Knowledge	The member demonstrates an understanding of:
PPL.I.C.K1	VFR Route planning, including consideration of different classes of airspace, applicable communication frequencies (CTAF/ATC) and selection of sim appropriate visual navigation aids (airports, cities, major roads, rail lines, bodies of water, etc.).
PPL.I.C.K2	Altitude selection accounting for terrain and obstacles, proper VFR cruising altitudes, and the effect of upper level winds.
PPL.I.C.K3	Calculating:
PPL.I.C.K3a	a. Estimated time of arrival to include conversion to universal coordinated time (UTC)
PPL.I.C.K3b	b. Fuel requirements, to include reserve fuel
PPL.I.C.K4	The elements of a VATSIM VFR flight plan and completing one.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.I.C.R1	Pilot.
PPL.I.C.R2	Aircraft.
PPL.I.C.R3	Environment (e.g., weather, airports, airspace, terrain, obstacles).
PPL.I.C.R4	Limitations of air traffic control (ATC) services.
PPL.I.C.R5	Improper Fuel Planning
Skills	The member demonstrates the ability to:

PPL.I.C.S1	Prepare, present, and explain a cross-country flight plan assigned by the ATO/evaluator including a go/no-go analysis based on the given examination weather, to the destination. The use of electronic planning material (instead of hand calculated) is acceptable. *Note* : It is highly recommended to use pre planned departure airport and enroute weather configurations (Wind/Visability/Sky Conditions) in the interest of accurate Cross country calculations and ideal VFR weather that is not contingent on real world weather for the checkride.
PPL.I.C.S3	Calculated total enroute time and time between VFR checkpoints (if conventional visual checkpoints are used in lieu of a GPS direct routing). Members may utilize resources such as Sky Vector, built-in simulator program flight planning, Fltplan.com, Simbrief, etc.
PPL.I.C.S4	Calculation of trip total fuel burn: Planning and preparation must be completed entirely by the member without assistance and by using routine planning material. The use of electronic fuel planning is acceptable (e.g. electronic flight planning sheet) but the member must be able to show an understanding of the planning process and how any computer generated data was arrived at.
PPL.I.C.S5	Properly file a VATSIM VFR flight plan for flight

Task	D. Operation of Systems
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with the safe operation of systems on the airplane provided for the flight test.
Knowledge	The member demonstrates an understanding of:
PPL.I.D.K1	Airplane systems, to include:
PPL.I.D.K1a	a. Primary flight controls
PPL.I.D.K1b	b. Secondary flight controls (trim, flaps, etc.)
PPL.I.D.K1c	c. Power Plant Basic Operation (combustion process, etc)
PPL.I.D.K1d	d. Basic Electrical Components (Battery, Alternator, etc)
PPL.I.D.K1e	e. Avionics/Flight Instruments
PPL.I.D.K1h	f. Pitot-static system, vacuum system, and associated flight instruments
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.I.D.R1	Failure to detect system malfunctions or failures.

PPL.I.D.R2	Improper management of a system failure.
Skills	The member demonstrates the ability to:
PPL.I.D.S1	<p>Explain or be tested on knowledge in written or oral examination form of <u>at least</u> three of the systems listed in K1a through K1h above.</p> <p>Note: These items, at ATO discretion, may be considered to be tested using the written portion of the examination for the pilot rating.</p>

Task	E. Airspace, ATC, and Communications
Objective	<p>To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with normal radio communications and runway lighting systems to conduct safe airport operations.</p> <p>Note: ATC is not required to be online during the checkride. If not online, the examiner shall simulate the role of ATC if checkride is done in person. <u>If the examination is done via a non-live method, ATC items must be tested in a written examination format.</u></p>
Knowledge	The member demonstrates an understanding of:
PPL.I.E.K1	Types of airspace/airspace classes and associated requirements and limitations.
PPL.I.E.K2	How to obtain proper radio frequencies.
PPL.I.E.K3	Proper UNICOM and radio communication procedures and VFR ATC phraseology.
PPL.I.E.K4	Appropriate use of transponders.
PPL.I.E.K5	ATC VFR Radar assistance. (Flight Following etc.)
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.I.E.R1	Poor communication or radio reception quality.
PPL.I.E.R2	Confirmation or expectation bias. (Expecting the normal)
Skills	The member demonstrates the ability to:
PPL.I.E.S1	Correctly identify airspaces and operate in accordance with associated communication and equipment requirements.
PPL.I.E.S2	Explain the requirements for basic VFR weather minimums and flying in particular classes of airspace.
PPL.I.E.S3	Select appropriate ATC position (if available).
PPL.I.E.S4	Transmit using proper phraseology and procedures.
PPL.I.E.S5	Acknowledge radio communications and comply with ATC instructions.

II. Preflight Procedures

Task	A. Engine Starting
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with recommended engine starting procedures.
Knowledge	The member demonstrates an understanding of:
	[Intentionally Left Blank]
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
	[Intentionally Left Blank]
Skill	The member demonstrates the ability to:
PPL.II.A.S1	Complete the appropriate checklist.

Task	B. Taxiing
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with safe taxi operations, including runway incursion avoidance.
Knowledge	The member demonstrates an understanding of:
PPL.II.B.K1	Sources of acceptable airport aeronautical references and information resources including Chart Supplements, airport diagram, and appropriate references.
PPL.II.B.K2	Taxi instructions/clearances.
PPL.II.B.K3	ATO's region specific airport markings, signs, and lights.
PPL.II.B.K4	Visual indicators for wind. (Windsock in the simulator)
PPL.II.B.K5	Aircraft lighting.
PPL.II.B.K6	Procedures for:
PPL.II.B.K6a	a. Appropriate flight deck activities prior to taxi, including route planning and identifying the location of hot spots or possible confusion when taxiing
PPL.II.B.K6b	b. Radio communications at towered and non-towered airports
PPL.II.B.K6c	c. Entering or crossing runways
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.II.B.R1	Confirmation or expectation bias as related to taxi instructions.
PPL.II.B.R2	A taxi route or departure runway change.
Skills	The member demonstrates the ability to:

PPL.II.B.S1	Receive and correctly read back clearances/instructions, if applicable.
PPL.II.B.S2	Use an airport diagram or taxi chart during taxi, if published, and maintain situational awareness.
PPL.II.B.S3	Complete appropriate checklist
PPL.II.B.S4	Maintain positive control of the airplane during ground operations by controlling direction and speed without excessive use of brakes.
PPL.II.B.S5	Comply with airport/taxiway markings, signals, and ATC clearances and instructions.
PPL.II.B.S6	Position the airplane properly relative to runway hold lines.

III. Takeoffs, Landings, and Go-Arounds

Task	A. Normal Takeoff and Climb
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with a normal takeoff, climb operations, and rejected takeoff procedures. Note: If a crosswind condition does not exist, the member's knowledge of crosswind elements must be evaluated through oral testing.
Knowledge	The member demonstrates an understanding of:
PPL.III.A.K1	Effects of atmospheric conditions, including wind, on takeoff and climb performance.
PPL.III.A.K2	Understand the difference between VX and VY.
PPL.III.A.K3	Appropriate airplane configuration.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.II.A.R1	Selection of runway based on pilot capability, airplane performance and limitations, available distance, and wind.
PPL.III.A.R2	Effects of:
PPL.III.A.R2a	a. Crosswind
PPL.III.A.R2b	b. Windshear
PPL.III.A.R2c	c. Tailwind
PPL.III.A.R2d	d. Wake turbulence
PPL.III.A.R2e	e. Runway surface/condition
PPL.III.A.R3	Abnormal operations, to include planning for:
PPL.III.A.R3a	a. Rejected takeoff
PPL.III.A.R3b	b. Engine failure on takeoff /climb phase of flight
PPL.III.A.R4	Low altitude maneuvering including stall, spin, or CFIT.

PPL.III.A.R5	Distractions, loss of situational awareness, and/or improper task management.
Skills	The member demonstrates the ability to:
PPL.III.A.S1	Complete the appropriate checklist.
PPL.III.A.S2	Make radio calls as appropriate.
PPL.III.A.S3	Verify assigned/correct runway.
PPL.III.A.S4	Verify wind direction with or without visible wind direction indicators.
PPL.III.A.S5	Position the flight controls for the existing wind conditions.
PPL.III.A.S6	Clear the area; taxi into takeoff position and align the airplane on the runway.
PPL.III.A.S7	Confirm takeoff power and proper engine and flight instrument indications prior to rotation.
PPL.III.A.S8	Rotate and lift off at the recommended airspeed and accelerate to VY.
PPL.III.A.S9	Establish a pitch attitude to maintain the manufacturer's recommended speed or VY, +10/-5 knots
PPL.III.A.S10	Maintain VY +10/-5 knots to a safe maneuvering altitude.
PPL.III.A.S11	Configure the airplane in accordance with manufacturer's or recommended guidance.
PPL.III.A.S12	Maintain directional control and proper wind-drift correction throughout takeoff and climb.

Task	B. Normal Approach and Landing
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with a normal approach and landing with emphasis on proper use and coordination of flight controls. Note: If a crosswind condition does not exist, the member's knowledge of crosswind elements must be evaluated through oral testing.
Knowledge	The member demonstrates an understanding of:
PPL.III.B.K1	A stabilized approach, to include energy management concepts.
PPL.III.B.K2	Effects of atmospheric conditions, including wind, on approach and landing performance.
PPL.III.B.K3	Wind correction techniques on approach and landing.
PPL.III.B.K4	Ground effect
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.II.B.R1	Selection of runway based on pilot capability, airplane performance and limitations, available distance, and wind.

PPL.III.B.R2	Effects of:
PPL.III.B.R2a	a. Crosswind
PPL.III.B.R2b	b. Windshear
PPL.III.B.R2c	c. Tailwind
PPL.III.B.R2d	d. Wake turbulence
PPL.III.B.R3	Planning for:
PPL.III.B.R3a	a. Go around and rejected landing
PPL.III.B.R3b	b. Land and hold short operations (LAHSO)
PPL.III.B.R4	Low altitude maneuvering including stall, spin, or CFIT.
PPL.III.B.R5	Distractions, loss of situational awareness, and/or improper task management.
Skills	The member demonstrates the ability to:
PPL.III.B.S1	Complete the appropriate checklist.
PPL.III.B.S2	Make radio calls as appropriate.
PPL.III.B.S3	Ensure the airplane is aligned with the correct/assigned runway or landing surface
PPL.III.B.S4	Scan runway or landing surface and the adjoining area for traffic and obstructions
PPL.III.B.S5	Consider the wind conditions, landing surface, obstructions, and select a suitable touchdown point.
PPL.III.B.S6	Maintain manufacturer's published approach airspeed or in its absence not more than 1.3 VSO, +10/-5 knots with gust factor applied
PPL.III.B.S7	Maintain crosswind correction and directional control throughout the approach and landing.
PPL.III.B.S8	Touch down at a proper pitch attitude, in the touchdown zone or first half of the runway (whichever is less), with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
PPL.III.B.S9	Maintain directional control and apply brakes for safe rollout
PPL.III.B.S10	Execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.

Task	C. Go-Around/Rejected Landing
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with a go-around/rejected landing with emphasis on factors that contribute to landing conditions that may require a go-around.
Knowledge	The member demonstrates an understanding of:
PPL.III.C.K1	A stabilized approach, to include energy management concepts.

PPL.III.C.K2	Effects of atmospheric conditions, including wind and density altitude on a go-around or rejected landing.
PPL.III.C.K3	Wind correction techniques on takeoff/departure and approach/landing.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.III.C.R1	Delayed recognition of the need for a go-around/rejected landing.
PPL.III.C.R2	Delayed performance of a go-around at low altitude.
PPL.III.C.R3	Improper application of power.
PPL.III.C.R4	Improper airplane configuration.
PPL.III.C.R5	Collision hazards, to include aircraft, vehicles, vessels, persons, wildlife, terrain, obstacles, and wires.
PPL.III.C.R6	Low altitude maneuvering including stall, spin, or CFIT.
PPL.III.C.R7	Distractions, loss of situational awareness, and/or improper task management.
Skills	The member demonstrates the ability to:
PPL.III.C.S1	Complete the appropriate checklist.
PPL.III.C.S2	Make radio calls as appropriate to unicom or ATC.
PPL.III.C.S3	Make a timely decision to discontinue the approach to landing.
PPL.III.C.S4	Apply takeoff power immediately and transition to climb pitch attitude for VX or VY as appropriate +10/-5 knots.
PPL.III.C.S5	Configure the airplane after a positive rate of climb has been verified or in accordance with airplane manufacturer's instructions.
PPL.III.C.S6	Maneuver to the side of the runway/landing area when necessary to clear and avoid conflicting traffic if necessary.
PPL.III.C.S7	Maintain VY +10/-5 knots to a safe maneuvering altitude.
PPL.III.C.S8	Maintain directional control and proper wind-drift correction throughout the climb.

Task	D. Circuit/Traffic Pattern
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with circuits/traffic patterns.
Knowledge	The member demonstrates an understanding of:
PPL.III.D.K1	Towered and non-towered airport operations.
PPL.III.D.K1	Runway selection for the current conditions.
PPL.III.D.K2	Right-of-way rules.
PPL.III.D.K3	Use of automated weather and airport information.

Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.III.D.R1	Collision hazards, to include aircraft, terrain, obstacles, and wires.
PPL.III.D.R2	Distractions, loss of situational awareness, and/or improper task management.
PPL.III.D.R3	Wake turbulence and/or windshear.
Skills	The member demonstrates the ability to:
PPL.III.D.S1	Properly identify and interpret airport runways, taxiways, markings, signs, and lighting.
PPL.III.D.S2	Comply with recommended traffic pattern procedures.
PPL.III.D.S3	Correct for wind drift to maintain the proper ground track.
PPL.III.D.S4	Maintain orientation with the runway/landing area in use.
PPL.III.D.S5	Maintain traffic pattern altitude, ± 100 feet, and the appropriate airspeed, ± 10 knots.
PPL.III.D.S6	Maintain situational awareness and proper spacing from other aircraft in the traffic pattern.

IV. Performance Maneuvers

Task	A. Steep Turns
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with steep turns.
Knowledge	The member demonstrates an understanding of:
PPL.IV.A.K1	Aerodynamics associated with steep turns, to include:
PPL.IV.A.K1a	a. Coordinated and uncoordinated flight
PPL.IV.A.K1b	b. Overbanking tendencies
PPL.IV.A.K1c	c. Maneuvering speed, including the impact of weight changes
PPL.IV.A.K1d	d. Load factor and accelerated stalls
PPL.IV.A.K1e	e. Rate and radius of turn
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.IV.A.R1	Failure to divide attention between airplane control and orientation.
PPL.IV.A.R2	Collision hazards, to include aircraft, terrain, obstacles, and wires.
PPL.IV.A.R3	Distractions, loss of situational awareness, and/or improper task management.
PPL.IV.A.R4	Failure to maintain coordinated flight.
Skill	The member demonstrates the ability to:

PPL.IV.A.S1	Clear the area.
PPL.IV.A.S2	Establish the manufacturer's recommended airspeed; or if one is not available, a safe airspeed not to exceed VA.
PPL.IV.A.S3	Roll into a coordinated 360° steep turn with approximately a 45° bank.
PPL.IV.A.S4	Perform the Task opposite direction upon completion of the first. (Two turns)
PPL.IV.A.S5	Maintain the entry altitude ±100 feet, airspeed ±10 knots, bank ±10°, and roll out on the entry heading ±10°.

V. Navigation

Task	A. Navigation Systems, & Radar Services
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with navigation systems and radar services.
Knowledge	The member demonstrates an understanding of:
PPL.V.A.K1	Ground-based navigation (orientation, course determination, equipment etc.)
PPL.V.A.K2	Satellite-based navigation (e.g., equipment and database considerations)
PPL.V.A.K3	Radar assistance to VFR aircraft (e.g., operations, equipment, available services, traffic advisories).
PPL.V.A.K4	Transponder (Mode(s) STBY and C/ALT)
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.V.A.R1	Failure to manage automated navigation and autoflight systems
PPL.V.A.R2	Limitation or loss of a navigation signal in use
PPL.V.A.R3	Distractions, loss of situational awareness, and/or improper task management.
Skill	The member demonstrates the ability to:
PPL.V.A.S1	Use an airborne electronic navigation system. (If GPS installed on aircraft being used for examination)
PPL.V.A.S2	Determine the airplane's position using a navigation system using GPS or Nav Aid(s).
PPL.V.A.S3	Intercept and track a given course, radial, or bearing, as assigned by the examiner.
PPL.V.A.S4	Recognize and describe the indication of station or waypoint passage, if appropriate.
PPL.V.A.S5	Intercept and track a given course, radial, or bearing, as appropriate.

PPL.V.A.S6	Recognize signal loss or interference and take appropriate action, if applicable.
PPL.V.A.S7	Maintain the appropriate altitude ± 300 feet and heading $\pm 20^\circ$ while tracking.

VI. Slow Flight and Stalls

Task	A. Slow Flight
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with dead reckoning, navigation systems, and radar services.
Knowledge	The member demonstrates an understanding of:
PPL.VI.A.K1	Aerodynamics associated with slow flight in various airplane configurations, to include the relationship between angle of attack, airspeed, load factor, power setting, airplane weight and center of gravity, airplane attitude, and yaw effects.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.VI.A.R1	Inadvertent slow flight and flight with a stall warning, which could lead to loss of control.
PPL.VI.A.R2	Range and limitations of stall warning indicators (e.g., airplane buffet, stall horn, etc.).
PPL.VI.A.R3	Effect of environmental elements on airplane performance (e.g., turbulence, microbursts, and high-density altitude).
PPL.VI.A.R4	Collision hazards, to include aircraft, terrain, obstacles, and wires.
PPL.VI.A.R5	Distractions, loss of situational awareness, and/or improper task management.
Skill	The member demonstrates the ability to:
	[Intentionally Left Blank]

Task	B. Power-Off Stall
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with power-off stalls.
Knowledge	The member demonstrates an understanding of:
PPL.VI.B.K1	Aerodynamics associated with stalls in various airplane configurations, to include the relationship between angle of attack, airspeed, load factor, power setting, airplane weight and center of gravity, airplane attitude, and yaw effects. Student doesn't necessarily learn how to enter a stall, but more importantly how to recognize and recover from one.

PPL.VI.B.K2	Stall characteristics (i.e., airplane design) and impending stall and full stall indications (i.e., how to recognize by sight, sound, or feel).
PPL.VI.B.K3	Factors and situations that can lead to a power-off stall and actions that can be taken to prevent it.
PPL.VI.B.K4	Fundamentals of stall recovery.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.VI.B.R1	Factors and situations that could lead to an inadvertent power-off stall, spin, and loss of control.
PPL.VI.B.R2	Range and limitations of stall warning indicators (e.g., airplane buffet, stall horn, etc.).
PPL.VI.B.R3	Failure to recognize and recover at the stall warning during normal operations
PPL.VI.B.R4	Improper stall recovery procedure
PPL.VI.B.R5	Secondary stalls, accelerated stalls, and cross-control stalls.
PPL.VI.B.R6	Effect of environmental elements on airplane performance related to power-off stalls (e.g., turbulence, microbursts, and high-density altitude).
PPL.VI.B.R7	Collision hazards, to include aircraft, terrain, obstacles, and wires.
PPL.VI.B.R8	Distractions, loss of situational awareness, and/or improper task management.
Skill	The member demonstrates the ability to:
PPL.VI.B.S1	Clear the area.
PPL.VI.B.S2	Select an entry altitude that will allow the Task to be completed no lower than 3000ft AGL.
PPL.VI.B.S3	Establish and maintain an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in a stall warning (e.g., airplane buffet, stall horn, etc.).
PPL.VI.B.S4	Configure the airplane in the approach or landing configuration, as specified by the evaluator, and maintain coordinated flight throughout the maneuver
PPL.VI.B.S5	Establish a stabilized descent.
PPL.VI.B.S6	Transition smoothly from the approach or landing attitude to a pitch attitude that will induce a stall.
PPL.VI.B.S7	Maintain a specified stall maneuver heading $\pm 20^\circ$
PPL.VI.B.S8	Execute a stall recovery in the order of breaking the critical angle of attack, regain positive control, then clean up the airplane.

PPL.VI.B.S9	Configure the airplane as recommended by the manufacturer, and accelerate to VY.
PPL.VI.B.S10	Return to the altitude, heading, and airspeed specified by the examiner.

VII. Postflight Procedures

Task	A. After Landing, Parking, and Securing.
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with after landing, parking, and securing procedures
Knowledge	The member demonstrates an understanding of:
PPL.VII.A.K1	Airplane shutdown and securing.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.VII.A.R1	Confirmation or expectation bias as related to taxi instructions.
Skill	The member demonstrates the ability to:
PPL.VII.A.S1	Demonstrate runway incursion avoidance procedures.
PPL.VII.A.S2	Park in an appropriate area.
PPL.VII.A.S3	Complete the appropriate shutdown and securing checklist.

VIII. Emergency Procedures

Task	A. Loss of Communications
Objective	To determine the member exhibits satisfactory knowledge, risk management, and skills associated with loss of communications while operating solely by reference to instruments.
Knowledge	The member demonstrates an understanding of:
PPL.VIII.A.K1	Procedures to follow in the event of lost communication on the VATSIM network during various phases of flight, including techniques for reestablishing communications (climbing, trying a new controller/frequency, etc.)
PPL.VIII.A.K2	When it is acceptable to deviate from an IFR clearance due to radio failure or loss of communications.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.VIII.A.R1	Possible reasons for loss of communication.
Skill	The member demonstrates the ability to:
	[Intentionally Left Blank]

Testing Roles, Responsibilities, and Outcomes

Member Responsibilities

The member is responsible for mastering the established standards for knowledge, skill, and risk management elements in all Tasks appropriate to the certificate and rating sought. The member should use this MCS, its references, and the Practical Examination Checklist in this Appendix in preparation to take the practical examination.

Instructor Responsibilities

The instructor is responsible for training the member to meet the established standards for knowledge, skill, and risk management elements in all Tasks appropriate to the certificate and rating sought. The instructor should use this MCS and its references as part of preparing the member to take the practical examination and, if necessary, in retraining the member to proficiency in all subject(s) missed on the knowledge examination.

Evaluator Responsibilities

The evaluator who conducts the practical examination is responsible for determining that the member meets the established standards of aeronautical knowledge, skills (flight proficiency), and risk management for the Tasks in the appropriate MCS. This responsibility also includes verifying the experience requirements specified for a certificate or rating by having the prerequisite pilot rating.

The ATO must develop at a minimum one Plan of Action (POA), written in English, to conduct the practical examination, and it must include all of the required Areas of Operation and Tasks. The POA must include a scenario that evaluates as many of the required Areas of Operation and Tasks as possible. The evaluator has the discretion to modify the POA in order to accommodate unexpected situations as they arise. For example, the evaluator may elect to suspend and later resume a scenario in order to assess certain Tasks.

In the integrated MCS framework, the Areas of Operation contain Tasks that include “knowledge” elements (such as K1), “risk management” elements (such as R1), and “skill” elements (such as S1). Knowledge and risk management

elements are primarily evaluated during the written examination phase of the member certification process. The evaluator must assess the member on all skill elements for each Task included in each Area of Operation of the MCS, unless otherwise noted or an approved waiver is issued. The evaluator administering the practical examination has the discretion to combine Tasks/elements as appropriate to testing scenarios.

The required minimum elements to include in the POA, unless otherwise noted, from each applicable Task are as follows:

- at least one knowledge element (if specified in the task);
- all skill elements; and
- any Task elements in which the member was shown to be deficient on the knowledge examination.

Unless otherwise noted in the Task, the evaluator must test each item in the skills section by asking the member to perform each one. No help coaching or instruction should be provided to the member during the examination as its primary purpose is to test their flying skills alone.

ATC Requirements for Examinations

ATC instructions and communications may be conducted either using a live network controller OR the examiner may act in place of ATC if not online or a live controller is desired not to be used. ATOs are asked to provide examiners with an ATC script to accompany the checkride's plan of action that uses proper ATC phraseology for the airspace the checkride is being conducted in. ATC transcribed instructions MAY be provided if the examination is not done in a live capacity.

Possible Outcomes of the Examination

There are three possible outcomes of the practical examination: (1) Pass (satisfactory), (2) Fail (unsatisfactory), or (3) Discontinuance.

If the evaluator determines that a Task is incomplete, or the outcome is uncertain, the evaluator must require the member to repeat that Task, or portions of that Task. This provision does not mean that instruction, practice, or the repetition of an unsatisfactory Task is permitted during the practical examination.

If the evaluator determines the member's skills and abilities are in doubt, the outcome of the examination is considered unsatisfactory.

Satisfactory Performance

Satisfactory performance requires that the member:

- demonstrate the Tasks specified in the Areas of Operation for the certificate or rating sought within the established standards;
- demonstrate mastery of the aircraft by performing each Task successfully;
- demonstrate proficiency and competency in accordance with the approved standards;
- demonstrate sound judgment and exercise aeronautical decision-making/risk management; and
- demonstrate single-pilot competence and management in an airplane that is certificated for single-pilot operations.

Satisfactory performance will result in the issuance of the proper pilot rating.

Unsatisfactory Performance

Typical areas of unsatisfactory performance and grounds for disqualification include:

- Any action or lack of action by the member that requires corrective intervention by the evaluator to maintain safe flight.
- Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.
- Consistently exceeding tolerances stated in the skill elements of the Task.
- Failure to take prompt and reasonable corrective action when tolerances are exceeded.
- Failure to exercise risk management.

Note: Examiners are encouraged to provide members with a few opportunities to reattempt tasks found to be unsatisfactory. No more than three total attempts to demonstrate proficiency of any task during the checkride may be given.

If, in the judgment of the evaluator, the member does not meet the standards for any Task, the member fails the Task. The examination is unsatisfactory, and the evaluator issues the check ride unsatisfactory. The evaluator lists the Task(s) in which the member did not meet the standard, any Task(s) not tested. The evaluator will complete this report using the applicable PTD approved pilot rating examination form for that specific pilot rating.

The evaluator may choose to end a practical evaluation early if they feel the member is not at all prepared or whose skills are clearly not at the standards to pass the exam. However, it is encouraged that examiners allow the checkride to

continue with the interest of examining as many tasks as possible. If an examiner determines a checkride unsatisfactory, examiners should not express this result till the debrief portion of the checkride.

Discontinuance

When it is necessary to discontinue a practical examination for reasons other than unsatisfactory performance (e.g., computer failure, software issues, real world conflicts, etc.), the evaluator must return all examination evaluation paperwork to the member. The evaluator must initial/sign, date, and issue a Discontinuance that lists those Task and or Areas of Operation the member successfully completed. The evaluator should advise the member to present the Discontinuance to the next evaluator when the practical examination resumes in order to receive credit for the items successfully completed. The Discontinuance should also be filed into the member's examination records file. The member has 14 calendar days to finish the remainder of the discontinued examination with an approved examiner. If the discontinued exam is not completed in this time window, the examination must be completely redone.

Testing after Discontinuance or Unsatisfactory Performance

To avoid having to retake the entire practical examination, a member has 90 days from the date of a first failure or Discontinuance to pass the practical examination. The evaluator's plan of action to complete the examination must include any unsatisfactory or untested Area(s) of Operation and Task(s) as indicated on the current Unsatisfactory or Letter of Discontinuance. While a member may receive credit for any Task(s) successfully completed within a failed or partially tested Area of Operation, the evaluator has discretion to reevaluate any Task(s).

Practical Examination Checklist (Member)

Appointment with Evaluator

Evaluator's Name: _____

Location: _____

Date/Time: _____

Acceptable Aircraft

- Approved ATO course syllabus practical examination aircraft

Personal Equipment

- ATO required test monitoring software installed
- Completed required Flight Planning/Flight Log (printed or electronic)
- Stable and working simulator settings to conduct practical examination in
- Approved stable and working simulator aircraft to conduct the practical examination in
- Approved flight planning for assigned cross country and given weather conditions by the examiner or examining authority
- ATO Approved aeronautical charts to be used to complete the checkride

Personal Records

- Successfully Completed Written Knowledge Examination