



Membership Certification Standards

P3 Commercial AMEL (CMEL):

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 "Taxi instructions/clearances." (CMEL.II.B.K2), the member should be prepared for questions related to Taxi instructions/clearances given by ATC.

Each Task in the MCS is coded according to a scheme that includes four elements. For example: **CMEL.II.B.K2**

- **CMEL** = Applicable MCS (Commercial Multi Engine Land – Airplane)
- **II** = Area of Operation (Preflight Procedures)
- **B** = Task (Taxing)
- **K2** = Task Element Knowledge (Taxi instructions/clearances.)

Checkride Examination Requirements

Aircraft automation is encouraged to be used for the exam unless a Task explicitly does not allow the use of it.

The checkride must be done under the live and direct observation and control of an examiner due to the nature of the checkride and skills items that must be examined.

The examiner must have the ability to set failure parameters of an engine.

The examiner must be able to alter or verify the weather settings in the simulator.

Pilot Rating Aircraft Requirements

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

- Fixed wing. Retractable gear, and Controllable pitch propellers
- Multi Engine
- Piston driven
- Max Gross weight less than 5670kg (12,500lbs)

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Areas of Operation

I. Preflight Preparation

Task	A. Performance and Limitations
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with operating an airplane safely within the parameters of its performance capabilities and limitations.
Knowledge	The member demonstrates an understanding of:
CMEL.I.A.K1	Elements related to performance and limitations by explaining the use of charts, tables, and data to determine performance.
CMEL.I.A.K2	Factors affecting performance, to include:
CMEL.I.A.K2a	a. Atmospheric conditions
CMEL.I.A.K2b	b. Piloting Technique
CMEL.I.A.K2c	c. Airplane Configuration (Flap Settings)
CMEL.I.A.K2d	d. Airport Environment (Elevation, Density Altitude, etc)
CMEL.I.A.K2e	e. Loading (e.g., center of gravity)
CMEL.I.A.K2f	f. Weight and balance
CMEL.I.A.K3	Aerodynamics
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.I.A.R1	Exceeding airplane limitations.
Skills	The member demonstrates the ability to:
	[Intentionally Left Blank]

Task	B. 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:
CMEL.I.B.K1	Airplane systems, to include:
CMEL.I.B.K1a	a. Primary flight controls
CMEL.I.B.K1b	b. Secondary flight controls (tri, flaps, etc.)
CMEL.I.B.K1c	c. Power Plant and Propeller Basic Operation (combustion process, propeller control effects, etc.)
CMEL.I.B.K1d	d. Landing gear (Basic operating principles)
CMEL.I.B.K1e	e. Basic Electrical Components (Battery, Alternator, etc)
CMEL.I.B.K1f	f. Avionics/Flight Instruments

CMEL.I.B.K1g	g. Pitot-static, vacuum/pressure, and associated flight instruments
CMEL.I.B.K1h	h. Deicing and anti-icing aircraft protections
CMEL.I.B.K2	Indications of and procedures for managing system abnormalities or failures.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.I.B.R1	Failure to detect system malfunctions or failures.
CMEL.I.B.R2	Improper management of a system failure.
Skills	The member demonstrates the ability to:
CMEL.I.B.S1	Explain or be tested on knowledge in written form of <u>at least</u> three of the systems listed in K1a through K1h above.

Task	C. Cross Country Planning
Objective	To determine the member exhibits satisfactory knowledge, risk management, and skills associated with planning an IFR cross-country and filing an IFR flight plan.
Knowledge	The member demonstrates an understanding of:
	[Intentionally Left Blank]
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.I.C.R1	Pilot
CMEL.I.C.R2	Aircraft
CMEL.I.C.R3	Environment (e.g., weather, airports, airspace, terrain, obstacles)
CMEL.I.C.R4	Limitations of air traffic control (ATC) services
CMEL.I.C.R5	Improper Fuel Planning
Skills	The member demonstrates the ability to:
CMEL.I.C.S1	Prepare, present, and explain an IFR cross-country flight plan assigned by the evaluator including a risk analysis based on real time, or a given weather scenario at ATO discretion, which includes calculating time en route and fuel considering factors such as power settings, operating altitude, wind, and fuel reserve requirements.
CMEL.I.C.S2	Interpret departure, arrival, en route, and approach procedures with reference to appropriate and current charts.
CMEL.I.C.S3	Apply pertinent information from appropriate or accepted aeronautical charts, Charts Supplement; NOTAMs relative to airport, runway and taxiway closures; and other flight publications.

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:
CMEL.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:
CMEL.II.B.K1	Current airport aeronautical references and information resources including Chart Supplements, airport diagram, and appropriate references.
CMEL.II.B.K2	Taxi instructions/clearances.
CMEL.II.B.K3	ATO's region specific airport markings, signs, and lights.
CMEL.II.B.K4	Visual indicators for wind. (Windsock in the simulator)
CMEL.II.B.K5	Aircraft lighting.
CMEL.II.B.K6	Procedures for:
CMEL.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
CMEL.II.B.K6b	b. Radio communications at towered and non-towered airports
CMEL.II.B.K6c	c. Entering or crossing runways
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.II.B.R1	Confirmation or expectation bias as related to taxi instructions.
CMEL.II.B.R2	A taxi route or departure runway change.
Skills	The member demonstrates the ability to:
CMEL.II.B.S1	Receive and correctly read back clearances/instructions, if applicable.

CMEL.II.B.S2	Use an airport diagram or taxi chart during taxi, if published, and maintain situational awareness.
CMEL.II.B.S3	Complete the appropriate checklist
CMEL.II.B.S4	Maintain positive control of the airplane during ground operations by controlling direction and speed without excessive use of brakes.
CMEL.II.B.S5	Comply with airport/taxiway markings, signals, and ATC clearances and instructions.
CMEL.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:
CMEL.III.A.K1	Effects of atmospheric conditions, including wind, on takeoff and climb performance.
CMEL.III.A.K2	Understand the difference between V _{mc} and V _{Yse} (Blue Line).
CMEL.III.A.K3	Appropriate airplane configuration.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.II.A.R1	Selection of runway based on pilot capability, airplane performance and limitations, available distance, and wind.
CMEL.III.A.R2	Effects of:
CMEL.III.A.R2a	a. Crosswind
CMEL.III.A.R2b	b. Windshear
CMEL.III.A.R2c	c. Tailwind
CMEL.III.A.R2d	d. Wake turbulence
CMEL.III.A.R2e	e. Runway surface/condition
CMEL.III.A.R3	Abnormal operations, to include planning for:
CMEL.III.A.R3a	a. Rejected takeoff
CMEL.III.A.R3b	b. Engine failure in takeoff /climb phase of flight
CMEL.III.A.R4	Low altitude maneuvering including stall, spin, or CFIT.
CMEL.III.A.R5	Distractions, loss of situational awareness, and/or improper task management.

Skills	The member demonstrates the ability to:
CMEL.III.A.S1	Complete the appropriate checklist.
CMEL.III.A.S2	Make radio calls as appropriate.
CMEL.III.A.S3	Verify assigned/correct runway.
CMEL.III.A.S4	Verify wind direction with or without visible wind direction indicators.
CMEL.III.A.S5	Position the flight controls for the existing wind conditions.
CMEL.III.A.S6	Clear the area; taxi into takeoff position and align the airplane on the runway.
CMEL.III.A.S7	Confirm takeoff power and proper engine and flight instrument indications prior to rotation.
CMEL.III.A.S8	Rotate and lift off at the recommended airspeed and accelerate to VY (Blue Line).
CMEL.III.A.S9	Establish a pitch attitude to maintain the manufacturer's recommended speed or VY (Blue Line), +10/-5 knots
CMEL.III.A.S10	Configure the airplane in accordance with manufacturer's guidance.
CMEL.III.A.S11	Maintain VY (Blue Line) +10/-5 knots to a safe maneuvering altitude.
CMEL.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: Must be hand flown 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:
CMEL.III.B.K1	A stabilized approach, to include energy management concepts.
CMEL.III.B.K2	Effects of atmospheric conditions, including wind, on approach and landing performance.
CMEL.III.B.K3	Wind correction techniques on approach and landing.
CMEL.III.B.K4	Ground effect
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.II.B.R1	Selection of runway based on pilot capability, airplane performance and limitations, available distance, and wind.
CMEL.III.B.R2	Effects of:

CMEL.III.B.R2a	a. Crosswind
CMEL.III.B.R2b	b. Windshear
CMEL.III.B.R2c	c. Tailwind
CMEL.III.B.R2d	d. Wake turbulence
CMEL.III.B.R2e	e. Runway surface/condition
CMEL.III.B.R3	Planning for:
CMEL.III.B.R3a	a. Go around and rejected landing
CMEL.III.B.R3b	b. Land and hold short operations (LAHSO)
CMEL.III.B.R4	Low altitude maneuvering including stall, spin, or CFIT.
CMEL.III.B.R5	Distractions, loss of situational awareness, and/or improper task management.
Skills	The member demonstrates the ability to:
CMEL.III.B.S1	Complete the appropriate checklist.
CMEL.III.B.S2	Make radio calls as appropriate.
CMEL.III.B.S3	Ensure the airplane is aligned with the correct/assigned runway or landing surface
CMEL.III.B.S4	Scan runway or landing surface and the adjoining area for traffic and obstructions
CMEL.III.B.S5	Consider the wind conditions, landing surface, obstructions, and select a suitable touchdown point.
CMEL.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
CMEL.III.B.S7	Maintain crosswind correction and directional control throughout the approach and landing.
CMEL.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.
CMEL.III.B.S9	Maintain directional control and apply brakes for safe rollout
CMEL.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. Note: Must be hand flown
Knowledge	The member demonstrates an understanding of:
CMEL.III.C.K1	A stabilized approach, to include energy management concepts.

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

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

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

IV. Multi Engine Operations

Task	A. Engine Failure During Takeoff Before Vmc (Simulated)
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with an engine failure during takeoff before Vmc.
Knowledge	The member demonstrates an understanding of:
CMEL.IV.A.K1	Factors affecting Vmc.
CMEL.IV.A.K2	Vmc (Red line) and VYse (Blue line).
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.IV.A.R1	Failure to plan for an engine failure during takeoff.
CMEL.IV.A.R2	Improper airplane configuration.
CMEL.IV.A.R3	Distractions, loss of situational awareness, and/or improper task management.
Skill	The member demonstrates the ability to:
CMEL.IV.A.S1	Close the throttles smoothly and promptly when a simulated engine failure occurs.
CMEL.IV.A.S2	Maintain directional control and apply brakes

Task	B. Engine Failure After Liftoff (Simulated)
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with an engine failure after liftoff.

Knowledge	The member demonstrates an understanding of:
CMEL.IV.B.K1	Factors affecting Vmc.
CMEL.IV.B.K2	Vmc (Red line) and VYse (Blue line).
CMEL.IV.B.K3	How to identify, verify, feather, and secure an inoperative engine.
CMEL.IV.B.K4	Importance of drag reduction, to include propeller feathering, gear and flap retraction, the manufacturer's recommended control input and its relation to zero sideslip.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.IV.B.R1	Failure to plan for engine failure during takeoff.
CMEL.IV.B.R2	Improper airplane configuration.
CMEL.IV.B.R3	Distractions, loss of situational awareness, and/or improper task management.
CMEL.IV.B.R4	Collision hazards, to include aircraft, terrain, obstacles, and wires.
CMEL.IV.B.R5	Low altitude maneuvering including, stall, spin, or CFIT.
Skill	The member demonstrates the ability to:
CMEL.IV.B.S1	Promptly recognize an engine failure, maintain control, and utilize appropriate emergency procedures.
CMEL.IV.B.S2	Establish VYse; if obstructions are present, establish VXse or Vmc +5 knots, whichever is greater, until obstructions are cleared. <u>Then transition to VYse.</u>
CMEL.IV.B.S3	Reduce drag by retracting landing gear and flaps in accordance with the manufacturer's guidance.
CMEL.IV.B.S4	Simulate feathering the propeller on the inoperative engine (evaluator should then establish zero thrust on the inoperative engine). Examiner Note: Due to simulator aerodynamic limitations, this condition <u>may</u> be simulated by using only idle thrust on inoperative engine <u>if zero thrust setting for aircraft is unknown</u>
CMEL.IV.B.S5	Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.
CMEL.IV.B.S6	Monitor the operating engine and make adjustments as necessary.
CMEL.IV.B.S7	Recognize the airplane's performance capabilities. If a climb is not possible at VYse, maintain VYse and return to the departure airport for landing, or initiate an approach to the most suitable landing area available.
CMEL.IV.B.S8	Simulate securing the inoperative engine.

CMEL.IV.B.S9	Maintain heading $\pm 20^\circ$ and airspeed ± 10 knots.
CMEL.IV.B.S10	Complete the appropriate checklist.

Task	C. One Engine Inoperative (Simulated) (solely by Reference to Instruments) During Straight-and-Level Flight and Turns
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with flight solely by reference to instruments with one engine inoperative. Examiner Note: Due to simulator aerodynamic limitations, this condition <u>may</u> be simulated by using only idle thrust on inoperative engine <u>if zero thrust setting for aircraft is unknown</u> Note: Weather must be lowered to Instrument Meteorological Conditions (IMC) to ensure true reference to instruments is being demonstrated Note: Must be hand flown
Knowledge	The member demonstrates an understanding of:
CMEL.IV.C.K1	Procedures used if engine failure occurs during straight-and-level flight and turns while on instruments.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.IV.C.R1	Failure to identify the inoperative engine.
CMEL.IV.C.R2	Inability to climb or maintain altitude with an inoperative engine.
CMEL.IV.C.R3	Low altitude maneuvering including, stall, spin, or CFIT.
CMEL.IV.C.R4	Distractions, loss of situational awareness, and/or improper task management.
CMEL.IV.C.R5	Fuel management during single-engine operation.
Skill	The member demonstrates the ability to:
CMEL.IV.C.S1	Promptly recognize an engine failure and maintain positive airplane control.
CMEL.IV.C.S2	Set the engine controls, reduce drag, identify and verify the inoperative engine, and simulate feathering of the propeller on the inoperative engine. (Evaluator should then establish zero thrust on the inoperative engine.)
CMEL.IV.C.S3	Establish the best engine-inoperative airspeed and trim the airplane.
CMEL.IV.C.S4	Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.

CMEL.IV.C.S5	Verify the prescribed checklist procedures normally used for securing the inoperative engine.
CMEL.IV.C.S6	Attempt to determine and resolve the reason for the engine failure.
CMEL.IV.C.S7	Maintain the specified altitude ± 100 feet or minimum sink rate if applicable, airspeed ± 10 knots, and the specified heading $\pm 20^\circ$.
CMEL.IV.C.S8	Assess the airplane's performance capability and decide an appropriate action to ensure a safe landing.
CMEL.IV.C.S9	Avoid loss of airplane control or attempted flight contrary to the engine-inoperative operating limitations of the airplane.
CMEL.IV.C.S10	Demonstrate Single Pilot Resource Management

Task	D. Instrument Approach and Landing with an Inoperative Engine (Simulated) (solely by Reference to Instruments)
Objective	<p>To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with flight solely by reference to instruments with one engine inoperative.</p> <p>Examiner Note: Due to simulator aerodynamic limitations, this condition <u>may</u> be simulated by using only idle thrust on inoperative engine <u>if zero thrust setting for aircraft is unknown</u></p> <p>Note: Weather must be lowered to Instrument Meteorological Conditions (IMC) to ensure true reference to instruments is being demonstrated</p> <p>Note: <u>Must be hand flown from the Final Approach Fix (FAF) inbound</u></p>
Knowledge	The member demonstrates an understanding of:
CMEL.IV.D.K1	Instrument approach procedures with one engine inoperative.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
CMEL.IV.D.R1	Failure to plan for engine failure during approach and landing.
CMEL.IV.D.R2	Distractions, loss of situational awareness, and/or improper task management.
CMEL.IV.D.R3	Single-engine performance.
Skill	The member demonstrates the ability to:

CMEL.IV.D.S1	Use flight controls in the proper combination as recommended by the manufacturer or as required to maintain best performance, and trim as required.
CMEL.IV.D.S2	Request and follow an actual or a simulated ATC clearance for an instrument approach.
CMEL.IV.D.S3	Maintain altitude ± 100 feet or minimum sink rate if applicable, airspeed ± 10 knots, and selected heading $\pm 10^\circ$.
CMEL.IV.D.S4	Establish a rate of descent that will ensure arrival at the MDA or DA/DH, with the airplane in a position from which a descent to a landing on the intended runway can be made, either straight in or circling as appropriate.
CMEL.IV.D.S5	On final approach segment, maintain vertical (as applicable) and lateral guidance within $\frac{1}{2}$ -scale deflection.
CMEL.IV.D.S6	Avoid loss of airplane control or attempted flight contrary to the operating limitations of the airplane.
CMEL.IV.D.S7	Comply with the published criteria for the aircraft approach category if circling.
CMEL.IV.D.S8	Execute a normal landing.
CMEL.IV.D.S9	Complete the appropriate checklist.
CMEL.IV.D.S10	Monitor the operating engine and make adjustments as necessary throughout the approach.

V. 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.VI.A.K1	Airplane shutdown and securing.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.VI.A.R1	Confirmation or expectation bias as related to taxi instructions.
Skill	The member demonstrates the ability to:
PPL.VI.A.S1	Demonstrate runway incursion avoidance procedures.
PPL.VII.A.S2	Park in an appropriate area.
PPL.VI.A.S3	Complete the appropriate shutdown and securing checklist.
PPL.VI.A.S4	Secure the airplane.

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 test.

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 testing 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 test.

Unless otherwise noted in the Task, the evaluator must test each item in the skills section by asking the member to perform each one.

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 Test

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 is unsatisfactory and the evaluator must issue a Notice of Disapproval.

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 test 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 examination. 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 test paperwork to the member. The evaluator must initial/sign, date, and issue a Discontinuance that lists those 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 examination 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