



PTD 1200  
PRIVATE PILOT LICENCE (AEROPLANE)  
MEMBER CERTIFICATION STANDARDS

**WARNING**

Information contained in this document is  
intended for flight simulation purposes only.

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## Control Pages

### *Document Identification*

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Revision Records

Revision Number	Date	Description of Change	Author
1.0	18 Aug 20	Initial Release	E. Hawes
1.1	23 Sep 20	Added control sect. and fixed formatting issues	E. Hawes
1.2	29 Aug 23	<p>New format in line with other PTD documentation</p> <p>Examiner Responsibilities - updated to conform with PTD 1100</p> <p>Conduct of the Test - added to provide candidates and examiners with an overview of events and for conformance with PTD 1100, PTD 1201 and PTD 1202</p> <p>ATC Requirements for Examinations - updated for clarification of requirements and to clarify that it is the responsibility of the examiner to assess appropriately</p> <p>Assessment Criteria - added for clarity and to conform with PTD 1100</p> <p>Outcomes of the Examination - updated for conformance with PTD 1100</p> <p>Retraining and Retest Requirements - updated to conform with PTD 1100</p> <p>General - task-specific tolerances removed for clarity and simplification</p> <p>PPL.I.C.S1 - removed recommendation for pre-set weather conditions for compliance with VATSIM Code of Conduct</p> <p>PPL.I.C.S5 - add "as required by local or national regulation" to provide for local/national flexibility</p> <p>PPL.I.D.S1 removed note regarding ATO discretion to sign off systems knowledge as part of TK exam. Added note confirming that</p>	S. Kelsey

		<p>examiners are required to orally verify aircraft specific systems knowledge for this task.</p> <p>PPL.V.A.S Clarified task requirements to specifically reference tracking using a radio navigation aid vs generic “use of airborne navigation systems”</p> <p>PPL.V.A.S5-7 Deleted due to duplication</p> <p>PPL.V.B - added Visual Navigation task in accordance with PTD 1202</p> <p>PPL.VI.A.S - Added Skill requirements for Slow Flight</p> <p>PPL.VI.B.S - Simplified requirements and added requirement for two stall recoveries, one clean from straight and level with idle power and one from the approach or landing configuration with low power</p> <p>PPL VIII.A.K2 - deleted as requirement for IFR knowledge not applicable to PPL</p> <p>Skill Test Tolerances - added for ease of reference and simplification of tolerances. Radio aid tracking tolerance reduced to <math>\pm 10^\circ</math> as this is equivalent to full scale CDI deflection.</p>	
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*Related Documents*

Document Name	Document Identification
PTD 3001	Examiner's Report for PPL(A) Skill Tests
PTD 1100	Policy and Guidance for Flight Examiners
PTD 1001	ATO Policy and Procedures
PTD 1201	Acceptable Means of Compliance - VATSIM PPL Training

# 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.

An instructor holding the VATSIM Flight Instructor (P5) rating is required to recommend the candidate as ready to attempt the practical test before the test may be scheduled.

## Examiner Responsibilities

The examiner 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, ensuring that all required training has been completed and that any required Theoretical Knowledge examinations have been passed..

## Conduct of the Test

### General

The Skill Test will be conducted by a qualified examiner approved by the PTD. The examiner is required to complete each test in compliance with the required schedule in order to achieve a meaningful, fair and valid assessment. The candidate will be given a clear and unhurried briefing, and airborne direction so that they understand what is being asked of them.

Candidates will be assessed on all aspects of aircraft operation. Sound basic handling skills are essential, as well as Risk Management (airmanship), navigation, correct radio phraseology, cockpit checks and procedures and overall flight management. The

examiner may elect to evaluate certain aspects by oral questioning.

The Skill Test shall be divided into different sections according to the MCS Areas of Operation above, which in turn are broadly arranged in the sequence of a normal flight (i.e. commencing with pre-flight planning and preparation, and concluding with post-flight procedures). Each Area of Operation contains one or more Tasks (items), which are defined by Knowledge, Risk Management and Skill elements. Failure of any item within a section shall cause the candidate to fail the entire section.

If the candidate fails only one section, the examiner may at their sole discretion award a Partial Pass. In this instance, the candidate will only be required to repeat that section in a subsequent re-test, though the candidate will be expected to complete any pre-flight planning and actions necessary to place the aircraft in a position from which the failed section can be re-tested. Failure to achieve a pass in all sections of the test in two attempts will require further training and a full re-test. There is no limit to the number of Skill Tests that may be attempted.

The Skill Test is intended to be flown as a complete flight, including navigation and general airwork maneuvers. The sequence in which the sections and tasks are conducted may vary depending upon the circumstances.

The Skill Test is very demanding. It is appreciated that even the most competent pilots can make mistakes, but this does not necessarily mean that a failure should result.

### **Initial Briefing**

The purpose of the initial briefing is to introduce the examiner to the candidate, to check that the candidate has completed the necessary training requirements, establish the aim of the test and enable the examiner to set a planning task. The initial briefing will normally be conducted via e-mail or equivalent messaging system.

This briefing should be sent an absolute minimum of 24 hours prior to the examination, and ideally examiners should aim to establish contact at least 7 days in advance, especially where the student is required to produce e.g. flight planning material. It shall contain as a minimum:

- The examiner's name
- The date and time of the exam in Zulu time (local time may be included at the examiner's discretion).
- Confirmation of the type of exam that is scheduled
- Departure airfield
- Arrival airfield
- Where to meet the examiner at the time of the exam
- A statement of the candidate's responsibilities (flight planning etc)



The examiner will outline the content of the skill test including a navigation route and any other airfields to be used. The navigation route will normally comprise at least two legs; each leg should be sufficiently long to require at least one visual fix during the leg, i.e. should therefore be of 15-25 minutes duration. The route would normally require transit through controlled airspace.

Once the candidate is clear about the format, they shall be given sufficient time to complete the necessary planning and pre-flight preparation ahead of the test itself.

## Planning

Planning shall be completed without assistance from other pilots or instructors. Relevant ATC and meteorological information should be obtained from an appropriate source and retained for inspection by the examiner.

A Flight Log must be prepared, and a copy sent to the examiner for inspection before the flight itself. The log must include items such as:

- Route
- Communication and navigation aid frequencies (unless clearly specified on planning documents, e.g. the charts to be used)
- Planned operating levels and altitudes
- Timings, ETA, Revised ETA and ATA
- Safety altitudes
- A fuel plan showing fuel required for the flight, usable fuel plus any contingency fuel. There should be space for the candidate to log fuel remaining at various points throughout the flight.

Computerized flight/navigation plans, or airplane performance calculations may be used. However, the candidate should expect to be questioned on the process underlying the calculations. The candidate remains solely responsible for all planning calculations however derived.

## Weather Minima

The pre-flight preparation of the PPL skill test requires the candidate to assess the weather conditions and make a sound decision as to whether to proceed with the flight. In arriving at this decision, the candidate must consider the requirements of all sections of the test. The candidate is required to conduct the flight in accordance with Visual Flight Rules (VFR) and to maintain Visual Meteorological Conditions (VMC) throughout.

Candidates must comply with published aerodrome operating minima in accordance with local regulations, or the minimum weather conditions specified in the ATO's Operations Manual or equivalent document if these are more restrictive. When extreme conditions of high wind speed, severe turbulence, icing or thunderstorms exist, the Examiner may determine that these would make the flight difficult to assess and may

override the candidate's willingness to proceed. In cases of low cloud or poor visibility, the Examiner may specify appropriate adjustments to the simulator weather in order to permit the test to go ahead, however it should be noted that winds, pressure and temperature may not be modified in order to remain in compliance with Code of Conduct section B13.

## **Pre-Flight Briefing**

The candidate shall meet the examiner at the arranged time and location. Prior to commencement of the test, the examiner will give a briefing covering all aspects of the flight. The briefing will include:

### ***The purpose of the flight***

The purpose of the flight is for the candidate to demonstrate their ability to plan and conduct a private, passenger-carrying flight, acting as Pilot in Command and operating as a single crew member. The flight will be conducted in VMC and include general flying maneuvers as well as navigation. The candidate is to assume that the examiner is a passenger. The candidate is not to expect any assistance in the operation of the airplane from the examiner.

### ***The candidate's responsibilities***

The candidate is responsible for all duties and decisions necessary for the safe and practical conduct of the flight. The candidate is responsible for ATC liaison and compliance and should assume that ATC instructions always take precedence over any maneuvers briefed by the examiner prior to the flight. The examiner will only intervene if necessary for flight safety or to ensure completion of the test requirements.

### ***Checklists***

The candidate is expected to use the ATO's approved checklist for the airplane throughout the flight, and should supply the examiner with a copy of the checklist being used. Airborne checks may be completed from memory or from alternative notes, but must be in accordance with the checklist and each check item must be spoken out loud.

### ***Planning***

The candidate should brief the examiner on the forecast and actual weather conditions and overall suitability of the prevailing conditions for the planned flight. The examiner will check the navigation log and may question the candidate on any aspect of the planning, e.g. choice of operating altitudes, safety altitudes, fuel planning etc.

## ***The profile***

The examiner will explain to the applicant the sequence of events and what is required for each item, asking questions as appropriate to check knowledge and understanding. The examiner will not instruct the applicant as to **how** to fly or manage the flight, but will advise **what** is required and what will be assessed. Conditions, such as when navigation aids, autopilot, GPS etc may be used, will be covered here.

## ***Control of the airplane***

The airplane must be operated in accordance with the AFM/POH and the operating procedures specified in the ATO's Operations Manual or equivalent document. The examiner will require confirmation of the various speeds and configurations to be used at each phase of flight. Speeds may be adjusted to meet different conditions or circumstances, but the examiner must be advised of the new target speed at that time.

## **The Flight**

Use of the airplane checklists, airmanship, control of the airplane by external visual reference, de/anti-icing procedures, ATC liaison and Threat and Error Management will be assessed in all sections.

The examiner should arrange the profile of the flight such that there is a logical flow and that time and airspace is used efficiently to assess all of the items.

Members are required to demonstrate acceptable knowledge of and skills related to VFR route planning and navigation for issuance of the P1 rating. This includes the planning and use of visual navigation aids ("VFR checkpoints"), as well as pilotage and deduced reckoning skills. The use of GPS, VORs, or any other navigation system in lieu of traditional navigation is not acceptable. For the portion of the practical test during which cross country planning and visual navigation are being tested, these systems may not be used as a replacement for traditional navigation methods. Examiners must validate the applicant's ability to use traditional navigation methods on a leg of significant length (generally not less than 20 Nautical Miles). After this time, examiners may (but are not required to) allow these additional systems to be used as a supplement to traditional navigation only (the applicant may verify their position using these systems, but may not navigate using them alone). This does not, however, prevent the examination of those skills required in Task A (Navigation Systems, & Radar Services) of Area V (Navigation). For the portion of the practical test during which an applicant's ability to satisfactorily use ("track using" or "tracking") the navigation systems applicable to their chosen aircraft is being tested, the use of these systems is not only permitted, but required.

During the general airwork section, the examiner will be responsible for ATC liaison and navigation, though they may brief the candidate to operate in an area bounded by prominent landmarks/features. The candidate is expected to display appropriate

airmanship and take due account of wind and weather conditions to position the aircraft and demonstrate the exercises, and the candidate remains responsible for lookout and maintaining VMC. Unrestricted use of navigation aids including GPS is permitted in this section to aid situational awareness.

After any period where the examiner has been responsible for navigation and ATC liaison, they must ensure the candidate is made aware of the position of the aircraft relative to any controlled airspace/airfields and the ATC service provider and type of service before handing full responsibility for the flight back to the candidate. The examiner must ensure that adequate time is available for the candidate to complete and necessary duties for the next briefed event: as a guide 10-15 track miles prior to a boundary should be enough. If the remaining distance is less than this the aircraft should not be left on a closing heading at the time of handover.

### **Post Flight**

After the flight, and before de-briefing the result, the examiner may ask questions to clarify certain items or actions. They will then inform the candidate of the result of the test. Should the result be a Partial Pass or Fail, the examiner will explain the reason for the failed item or items, re-test requirements and any further training required or recommended, and give advice on how to improve upon those aspects of the test which were unsatisfactory.

With the candidate's agreement, the examiner will then conduct a more thorough de-briefing to discuss the candidate's overall performance, offer advice on aspects of the flight which could be improved and provide positive reinforcement for those aspects which went well.

The examiner will complete the approved Examiner's Report form (PTD 3001) which shows the result of each item and section. The candidate will be provided with a copy of the form, along with the candidate's ATO. A copy must also be sent to PTD Certification Standards, and this will normally be sent by the examiner. The examiner will then complete the rating upgrade process in PRAMS.

### **Assessment Criteria**

The flight will be assessed as a private, passenger-carrying flight. The safety and comfort of passengers must be considered. The candidate shall demonstrate ability to:

- Operate the airplane within limitations
- Complete all maneuvers with smoothness and accuracy
- Exercise good judgment and airmanship
- Apply aeronautical knowledge of procedures and regulations as currently apply
- Always maintain control of the airplane in a manner such that the successful outcome of a procedure or maneuver is never in doubt

- Demonstrate sound non-technical skills including the recognition and management of threats and errors.

Throughout the flight the airplane should be flown as accurately as possible. The tolerances for operation given in the MCS are given as guidance to candidates but do not necessarily indicate that a failure will result if any boundary is exceeded. Similarly, flight within the tolerances should not be achieved at the expense of smoothness and co-ordination. The examiner will make allowances for adverse weather conditions such as turbulence and the handling qualities and performance of the airplane being used.

## ATC Requirements for Examinations

The examination should be conducted live on the VATSIM network. If no VATSIM ATC is available for the test, the examiner must ensure that the candidate's R/T phraseology and procedures are appropriately assessed, for example by role-playing a controller. At any time during the test where ATC is not available, the candidate should use the Unicom frequency as appropriate.

## Possible Outcomes of the Examination

There are four possible outcomes of the practical examination: (1) Pass (satisfactory), (2) Fail (unsatisfactory), (3) Partial Pass or (4) Discontinuance.

### Pass

A pass is awarded when the candidate has passed all items and sections of the practical examination.

The candidate must demonstrate the required level of knowledge, skill or proficiency and aeronautical decision making as outlined in the MCS for each task, and, where applicable, remain within the flight test tolerances.

### Fail

A fail is awarded if **any** of the following apply:

- More than one section is failed at the first attempt in a series, or any item is failed at the second attempt of a series
- The flight test tolerances have been exceeded after the examiner has made allowances for turbulence or ATC instructions.
- The aim of the test is not completely achieved
- The aim of the exercise is achieved but at the expense of safe flight, violation of a rule or regulation, poor airmanship, poorly-managed risks, significant errors

that go unnoticed or uncorrected for significant amounts of time or rough handling

- An acceptable level of knowledge is not demonstrated
- An acceptable level of flight management is not demonstrated
- The examiner has to intervene to prevent an unsafe situation or undesirable aircraft state

The examiner may stop the test at any stage if he considers that the applicant's demonstration of skill and/or knowledge requires a complete retest.

### **Partial Pass**

If the candidate fails **one section** of the test **only**, the result may, at the examiner's discretion, be a Partial Pass.

In this case the candidate will usually be permitted to resubmit for examination without completing further training.

The candidate will only be required to retake the section (but all items within that section) of the test which was failed. However, the candidate is expected to carry out pre-flight planning, preparation and all other actions necessary to put the aircraft into a position from which the retest of the failed section can be commenced. Any unsafe actions during this phase may result in failure of the retest.

If the candidate fails any of these sections at the second attempt, the test shall be marked as a fail and further training must be undertaken prior to resubmission. The candidate will then be required to attempt all sections of the test again.

### **Discontinuance**

If it is not possible to complete the test for reasons deemed adequate by the examiner, the test will be marked as incomplete.

Possible reasons for discontinuing the test could include computer failure, software issues, real-world emergencies, etc. This list is however not exhaustive, and the Examiner is expected to use their judgment in determining whether the reasons for discontinuing the test are adequate.

In the event of a discontinued test, the examiner must return all examination/evaluation paperwork to the member, initial/sign and date the Examiner's Report and clearly mark those items/sections not completed.

The Examiner should advise the member to present the report to the next examiner when the practical test continues, in order to receive credit for the completed items. A

copy of the discontinuance should also be saved in the member's training file.

The discontinued test must be completed no more than 90 calendar days from the date of the original test. Beyond this time period a full retest of all sections is required.

## Repeat Manoeuvres

At the discretion of the examiner, a maneuver or procedure of the test may be repeated.

The option to repeat an item is **not** a right of the candidate. The examiner must use their discretion to ensure the candidate has had every opportunity to demonstrate the necessary skill or technique. Should the examiner consider that the candidate may not have been performing satisfactorily due to examination stress, an external influence or distraction, or due to not understanding the briefing, the exercise may be repeated.

**Notwithstanding the examiner's remit to repeat items, they must ensure that any maneuver assessed as a 'Fail' is not then repeated.**

It is neither possible nor appropriate to list every item which may or may not be repeated. However, normally any simulated emergency procedure should be considered as a 'one attempt' exercise. If it is mishandled such that the aircraft is in a more hazardous situation than at the start of the simulation, or appropriate corrective action has not been taken, the exercise should be found unsatisfactory.

## Retraining And Retest Requirements

Each **attempt** at the skill test makes up part of a **series**. A series includes a maximum of two attempts at the test.

The retest requirements after a failure or partial pass are dependent upon whether the candidate has already attempted the test in this series. and are summarised in the table below.

If the candidate fails one section of the test only at the first attempt within a series, the result **may**, at the examiner's discretion, be a **Partial Pass**. In this case, only the failed section will be retested at the second attempt (though the candidate must complete all actions necessary to put the aircraft into a position to carry out the required maneuvers and return the aircraft to the ground).

If more than one section is failed at the first attempt, or the examiner determines that a full retest is required, the outcome will be a **Fail**. In this instance, the candidate must complete any further training stipulated by the examiner before submitting for a retest. The retest will be a full retest of all sections, and will commence a new series (i.e. it will



be Attempt 1 of Series 2).

If a candidate undertaking a second attempt after a partial pass (e.g. Attempt 2 of Series 1) fails one or more items or sections, the result will be a **Fail** (i.e. it is not possible to 'partial pass' a second attempt within a series). The candidate must complete any training stipulated by the examiner before resubmitting and the next test will start a new series (in the example above, Attempt 1 of Series 2).

Series	Attempt	Outcome	Retest
Any	1	Fail	<ul style="list-style-type: none"> <li>• Further training as determined by the examiner is mandatory prior to resubmission</li> <li>• A full retest must be undertaken, which starts a new series</li> </ul>
Any	1	Partial Pass	<ul style="list-style-type: none"> <li>• Further training may be stipulated but is not mandatory</li> <li>• Second attempt must be completed within 90 days of the original test</li> <li>• At the second attempt, only the failed sections plus those sections/items necessary to put the aircraft in to a position to carry out the required manoeuvres and return the aircraft to the ground (e.g. pre-flight, taxi, take-off, approach, landing and shutdown)</li> </ul>
Any	2	Fail	<ul style="list-style-type: none"> <li>• If any section is failed during the second attempt, a Fail shall be awarded and a full retest must then be undertaken</li> <li>• Further training as determined by the examiner is mandatory prior to resubmission</li> </ul>

A second attempt following a Partial Pass must be completed within 90 days of the date of the first test, otherwise a full re-test (commencing a new series) is required.

### Discontinuance

Following a discontinuance for reasons judged adequate by the examiner, the remainder of the test must be completed within 90 days of the date of the original test, otherwise a full retest (commencing a new series) is required.

### Appeals

Any candidate who has failed a test or examination may, within 7 days of being notified of his or her failure, request that the Pilot Training Department determine whether the test or examination was properly conducted.



To succeed with an appeal, the candidate will need to satisfy the PTD that the examination or test was not properly conducted. Mere dissatisfaction with the result is not enough.

### Aircraft to be Used for Test

The aircraft used for the test must be:

- Fixed wing, and;
- Single Engine and Piston Driven (SEP), and;
- Max Gross weight less than 5670 kg (12,500 lb)

Candidates are expected to be trained and familiar with the operation of all systems installed on the aircraft used for the flight test (reference PPL.I.D.K1i). The table below contains a list of suggested subjects which should be included in the training programme for aircraft with features outside that of a 'standard' light SEP (i.e. fixed gear, fixed-pitch propeller, basic avionics fit), as installed on the aircraft used.

Variant	Training Items
Variable Pitch Propeller (VP)	Variable Pitch Propellers – Principles of Operation and effect on performance Constant Speed Units Operation of throttle, mixture and propeller controls including pre-flight checks and normal handling in all ground and flight regimes Failure modes, recognition & procedures
Retractable Undercarriage (RU)	Effect on performance System construction and function Limitations In-Flight Operational Procedures <ul style="list-style-type: none"> <li>● Climbing</li> <li>● Approaches &amp; Landings</li> <li>● Go-arounds</li> </ul> Failure modes, recognition & procedures

<p>Turbo or supercharged engines (T)</p>	<p>Principles &amp; effects on performance, including cruise altitude</p> <p>Superchargers &amp; Turbochargers</p> <p>Engine Management</p> <ul style="list-style-type: none"> <li>● Instrumentation</li> <li>● Cooling</li> </ul> <p>Procedures &amp; techniques throughout all flight &amp; ground regimes, including low speed handling &amp; stall recovery</p> <p>Failure modes, recognition &amp; procedures</p>
<p>Cabin pressurization (P)</p>	<p>Principle &amp; effect on performance</p> <p>System function</p> <p>System limitations</p> <p>Operations at high altitude:</p> <ul style="list-style-type: none"> <li>● Airspace classification</li> <li>● Rules of the Air</li> <li>● Weather</li> <li>● Navigation requirements</li> <li>● Human Performance</li> </ul>
<p>Tail wheels (TW)</p>	<p>Physical differences</p> <p>Taxiing</p> <ul style="list-style-type: none"> <li>● Wind considerations</li> </ul> <p>Take-off techniques</p> <p>Landing techniques</p> <ul style="list-style-type: none"> <li>● Slideslipping, 2-point, 3-point as applicable</li> <li>● Crosswind operations</li> </ul>
<p>Electronic Flight Instrument System (EFIS)</p>	<p>System Overview &amp; Components</p> <p>Human Factors</p>

	<p><b>Basic Operations</b></p> <ul style="list-style-type: none"> <li>● Switching on, system initialization/alignment</li> <li>● Pre-flight checks</li> <li>● Flight &amp; engine instrument displays</li> <li>● Navigation displays</li> <li>● Use of communications radios</li> <li>● Use of GPS</li> <li>● Use of transponder</li> <li>● Autopilot &amp; Flight Director modes</li> <li>● System failures</li> <li>● Integration of other nav aids (VOR, ADF, DME as applicable)</li> </ul> <p>Failure modes, recognition &amp; procedures</p>
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<p>Single Lever Power Control (SLPC)</p>	<p><b>System Overview &amp; Components</b></p> <ul style="list-style-type: none"> <li>● Electrical system</li> <li>● Fuel system</li> <li>● Engine</li> <li>● ECU/FADEC</li> <li>● Instrumentation</li> <li>● Propeller control &amp; system</li> </ul> <p><b>Handling</b></p> <ul style="list-style-type: none"> <li>● Starting/shutting down</li> <li>● Pre-flight checks/ECU testing</li> <li>● Normal operations</li> <li>● Use of main power control lever</li> </ul> <p>Failure modes, recognition &amp; procedures</p>
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# Areas of Operation

## Section 1: Preflight Preparation

Task	A. Pilot Qualifications and Aircraft Airworthiness
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with VFR flight as a pilot and aircraft airworthiness
<b>Knowledge</b>	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
<b>Risk Management</b>	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 was discovered before or during flight.
<b>Skills</b>	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.

Task	<b>B. Weather Information</b>
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with weather information for a flight under VFR.
<b>Knowledge</b>	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 TAF 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, wind shear, 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
<b>Risk Management</b>	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

<b>Skills</b>	The member demonstrates the ability to:
PPL.I.B.S1	Correlate given examination weather information to make a competent go/no-go decision.

<b>Task</b>	<b>C. Cross Country Planning</b>
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with cross-country flights and VFR flight planning.
<b>Knowledge</b>	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.
<b>Risk Management</b>	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
<b>Skills</b>	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.
PPL.I.C.S3	Calculated total enroute time and time between VFR checkpoints (if conventional visual checkpoints are used instead 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 as required by local or national regulation

<b>Task</b>	<b>D. Operation of Systems</b>
<b>Objective</b>	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.
<b>Knowledge</b>	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
PPL.I.D.K1i	g. Other systems, as installed on the aircraft used for the flight test
<b>Risk Management</b>	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.
<b>Skills</b>	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 K1i above.</p> <p><b>Note:</b> Examiners must verify the candidate's practical knowledge of systems as installed on the aircraft used for the flight test. This is in addition to written theoretical knowledge testing covering generic systems and equipment as found on light single-engine piston type aircraft.</p>

<b>Task</b>	<b>E. Airspace, ATC, and Communications</b>
<b>Objective</b>	<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><b>Note:</b> ATC is not required to be online during the check ride. If no ATC is available, the examiner shall simulate the role of ATC.</p>



<b>Knowledge</b>	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.)
<b>Risk Management</b>	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)
<b>Skills</b>	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 the 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.

## Section 2: Preflight Procedures

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

Task	B. Taxiing
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with safe taxi operations, including runway incursion avoidance.
<b>Knowledge</b>	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 before 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
<b>Risk Management</b>	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.
<b>Skills</b>	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 the 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.

### Section 3: Takeoffs, Landings, and Go-Arounds

Task	A. Normal Takeoff and Climb
<b>Objective</b>	<p>To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with a normal takeoff, climb operations, and rejected takeoff procedures.</p> <p><b>Note:</b> If a crosswind condition does not exist, the member's knowledge of crosswind elements must be evaluated through oral testing.</p>
<b>Knowledge</b>	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.
<b>Risk Management</b>	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.
<b>Skills</b>	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 the 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 before rotation.
PPL.III.A.S8	Rotate and lift off at the recommended airspeed and accelerate to V <sub>Y</sub> .
PPL.III.A.S9	Establish a pitch attitude to maintain the manufacturer's recommended speed or V <sub>Y</sub>
PPL.III.A.S10	Maintain V <sub>Y</sub> to a safe maneuvering altitude.
PPL.III.A.S11	Configure the airplane following manufacturer 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
<b>Objective</b>	<p>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.</p> <p><b>Note:</b> If a crosswind condition does not exist, the member's knowledge of crosswind elements must be evaluated through oral testing.</p>
<b>Knowledge</b>	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
<b>Risk Management</b>	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.
<b>Skills</b>	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 $1.3 V_{SO}$ , 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
<b>Objective</b>	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.
<b>Knowledge</b>	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.
<b>Risk Management</b>	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.
<b>Skills</b>	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 following the 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 $V_Y$ to a safe maneuvering altitude.
PPL.III.C.S8	Maintain directional control and proper wind-drift correction throughout the climb.

<b>Task</b>	<b>D. Circuit/Traffic Pattern</b>
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with circuits/traffic patterns.
<b>Knowledge</b>	The member demonstrates an understanding of:
PPL.III.D.K1	Towered and non-towered airport operations.
PPL.III.D.K2	Runway selection for the current conditions.
PPL.III.D.K3	Right-of-way rules.
PPL.III.D.K4	Use of automated weather and airport information.
<b>Risk Management</b>	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 wind shear.
<b>Skills</b>	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 situational awareness and proper spacing from other aircraft in the traffic pattern.

#### Section 4: Performance Maneuvers

Task	A. Steep Turns
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with steep turns.
<b>Knowledge</b>	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
<b>Risk Management</b>	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.
<b>Skill</b>	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	Establish and maintain throughout the turn the nominated altitude/level and speed and recover to straight and level flight without loss/gain of height

## Section 5: Navigation

Task	A. Navigation Systems, & Radar Services
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with navigation systems and radar services.
<b>Knowledge</b>	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)
<b>Risk Management</b>	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.V.A.R1	Failure to manage automated navigation and auto flight 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.
<b>Skill</b>	The member demonstrates the ability to:
PPL.V.A.S1	Select and identify appropriate radio and navigation aids as required or nominated by the examiner  <b>Note: if no suitable ground-based navigation aid is available, GPS tracks presented on a Course Deviation Indicator may be used as a substitute for all following elements of this task.</b>
PPL.V.A.S2	Determine the airplane's position using radio navigation equipment when required by the examiner

PPL.V.A.S3	Intercept and track a given course, radial, or bearing, using the radio navigation aids nominated
PPL.V.A.S4	Recognize and describe the indication of station or waypoint passage, if appropriate.

<b>Task</b>	<b>B. Visual Navigation</b>
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with navigation by pilotage and visual dead reckoning. <b>Note: The use of electronic or radio navigation aids is not permitted in this section</b>
<b>Knowledge</b>	The member demonstrates an understanding of:
PPL.V.B.K1	Pilotage and dead reckoning
PPL.V.B.K2	Selection of appropriate route, altitudes and waypoints
PPL.V.B.K3	Determination of track, wind correction angle and estimation of time, speed and distance
PPL.V.B.K4	Planned vs actual flight plan calculations and required corrections
<b>Risk Management</b>	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.V.B.R1	Collision hazards, to include aircraft, terrain and obstacles
PPL.V.B.R2	Distractions, loss of situational awareness or improper task management
<b>Skill</b>	The member demonstrates the ability to:
PPL.V.B.S1	Navigate by pilotage
PPL.V.B.S2	Navigate by means of pre-computed headings, groundspeeds and elapsed time
PPL.V.B.S3	Achieve destinations or turning points within 3 minutes of estimated time of arrival (ETA)

PPL.V.B.S4	Maintain heading, speed and height as computed in navigation log or advised to the examiner
PPL.V.B.S5	Complete all necessary checks and drills

## Section 6: Slow Flight and Stalls

Task	A. Slow Flight
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with dead reckoning, navigation systems, and radar services.
<b>Knowledge</b>	The member demonstrates an understanding of:
PPL.VI.A.K1	Aerodynamics associated with slow flight in various airplane configurations, including the relationship between angle of attack, airspeed, load factor, power setting, airplane weight and center of gravity, airplane attitude, and yaw effects.
<b>Risk Management</b>	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.
<b>Skill</b>	The member demonstrates the ability to:
PPL.VI.A.S1	Clear the area

PPL.VI.A.S2	Select an entry altitude that will allow the task to be completed no lower than 1,500 feet AGL.
PPL.VI.A.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.A.S4	Accomplish coordinated straight-and-level flight, turns, climbs, and descents with the airplane configured as specified by the evaluator without a stall warning (e.g., airplane buffet, stall horn, etc.).
PPL.VI.A.S5	Maintain safe bank angles, speed and altitude during turning and complete turns on to headings as specified by the examiner

<b>Task</b>	<b>B. Stalling</b>
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with stalls.
<b>Knowledge</b>	The member demonstrates an understanding of:
PPL.VI.B.K1	Aerodynamics associated with stalls in various airplane configurations, including the relationship between angle of attack, airspeed, load factor, power setting, airplane weight and center of gravity, airplane attitude, and yaw effects. The 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 stall and actions that can be taken to prevent them
PPL.VI.B.K4	Fundamentals of stall recovery.

<b>Risk Management</b>	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	The 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.
<b>Skill</b>	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	Configure the airplane as specified by the examiner, and maintain coordinated flight throughout the maneuver <b>Note: Two stalls are required, one from straight and level flight in the clean configuration and one from the approach or landing configuration with low power</b>
PPL.VI.B.S4	Establish the stall entry as appropriate



PPL.VI.B.S5	Maintain heading or bank angle 10°-30° as required to stall entry
PPL.VI.B.S6	Recognise the stalled condition and approach to the stall, and 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.S7	Configure the airplane as recommended by the manufacturer, and accelerate to $V_Y$ .
PPL.VI.B.S8	Return to the altitude, heading, and airspeed specified by the examiner.

## Section 7: Postflight Procedures

<b>Task</b>	<b>A. After Landing, Parking, and Securing.</b>
<b>Objective</b>	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with after landing, parking, and securing procedures
<b>Knowledge</b>	The member demonstrates an understanding of:
PPL.VII.A.K1	Airplane shutdown and securing.
<b>Risk Management</b>	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.
<b>Skill</b>	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.

## Section 8: Emergency Procedures

<b>Task</b>	<b>A. Loss of Communications</b>
<b>Objective</b>	To determine the member exhibits satisfactory knowledge, risk management, and skills associated with loss of communications while operating solely by reference to instruments.
<b>Knowledge</b>	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.)
<b>Risk Management</b>	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.VIII.A.R1	Possible reasons for loss of communication.
<b>Skill</b>	The member demonstrates the ability to:
	[Intentionally Left Blank]

## Skill Test Tolerances

The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height	
Normal Flight	±200 ft
Heading	
Normal Flight	±15°
Tracking of Radio Aids	
Normal Flight	±10°
Speed	
Take-off and Approach	+15/-5 kt
Climb	+15 /-5 kt
VAT/VREF	+5/-5 kt
Cruise	±15 kt
Maximum airspeed error at any time	±15 kt