

PRETEST BRIEFING

1. Put the applicant at ease (small talk, etc.)
2. Advise applicant of available comfort facilities
3. Confirm type of practical test or retest
4. Provide casual overview of the test
5. Collect/Verify the required documents specified during the appointment:
FAA Form 8710-1 Government Issue Photo/signature I.D.
Pilot Certificate Medical Knowledge test results
Flight & Ground Training Records 61.51→61.191→61.183(k)
→61.187(a)+(b)(2)
Aircraft Maintenance Records if required
6. Verify that applicant is aware of PTS requirements and tolerances
7. Advise the applicant that FAA Practical Test IAW the CFI AME PTS
Will be using a Plan of Action (Used to organize the Practical Test)
Will be taking notes for the debrief
Perfection is not the standard
Oral questioning will continue throughout the test
Three possible outcomes are: Temporary airman certificate
Notice of disapproval of application or Letter of Discontinuance
8. Any Questions?
9. Collect Fee
10. Announce "THE TEST HAS BEGUN!"

ORAL QUESTIONING

1. Access all levels of learning: Rote, Understanding, Application, Correlation.
Correlation: Should be the objective of aviation instruction.
2. Scenario situations are one of the evaluator's better tools for more comprehensive testing and will, to the greatest extent practicable, test the applicant's correlative abilities. Scenarios also aid in evaluating pilot judgment, knowledge, and skill.
3. Characteristics of a good oral test questions. Reliable, Valid, Usable, Objective, Comprehensive, and Non-discriminating.
4. Oral questioning may continue throughout the test.

Applicant Holds CFI ASE: Areas to be Tested: V, VII, IX, XI, XIII, XIV.

Explain as a flight instructor the following:

AOO V one task

C. TASK: ENGINE STARTING

Describe the starting procedure with a low battery.

Describe the differences in the starting procedure during cold weather.

What are the common errors during startup?

- a. safety precautions related to starting.
- b. use of external power.
- c. effect of atmospheric conditions on starting.
- d. importance of following the appropriate checklist.
- e. adjustment of engine controls during start.
- f. prevention of airplane movement during and after start.
- a. failure to properly use the appropriate checklist.
- b. failure to use safety precautions related to starting.
- c. improper adjustment of engine controls during start.
- d. failure to assure proper clearance of the propeller.

AOO VII 2 takeoff, 2 landing tasks

A. TASK: NORMAL AND CROSSWIND TAKEOFF AND CLIMB

What is to be considered for a Normal Takeoff?

Why would a student overshoot V_y during the initial climb?

What are the common errors during takeoff?

- a. procedures before taxiing onto the runway or takeoff area to ensure runway incursion avoidance.
- b. normal and crosswind takeoff procedures.
- d. normal and crosswind lift-off procedures.
- e. proper climb attitude, power setting, and airspeed (VY).
- f. proper use of checklist.
- a. improper runway incursion avoidance procedures.
- b. improper use of controls during a normal or crosswind takeoff.
- c. inappropriate lift-off procedures.
- d. improper climb attitude, power setting and airspeed (VY).
- e. improper use of checklist.

B. TASK: SHORT-FIELD TAKEOFF AND MAXIMUM PERFORMANCE AND CLIMB

Explain the difference between Normal takeoff and Short-field takeoff

What should an instructor be alert for during a Short-field takeoff?

Why would a student overshoot V_x during the initial climb?

What are the common errors for Short-field takeoff?

- a. procedures before taxiing onto the runway or takeoff area to ensure runway incursion avoidance.
- b. short-field takeoff procedures.
- c. short-field lift-off procedures.
- d. initial climb attitude and airspeed (VX) until obstacle is cleared (50 feet agl) .
- e. proper use of checklist.
- a. improper runway incursion avoidance procedures.
- b. improper use of controls during a short-field takeoff.
- c. improper lift-off procedures.
- d. improper initial climb attitude, power setting and airspeed (VX) to clear obstacle.
- e. improper use of checklist.

E. TASK: NORMAL AND CROSSWIND APPROACH AND LANDING

What are the considerations for a Normal Landing?

What is a stabilized approach?

What are the common errors during a Normal Landing?

- a. how to determine landing performance and limitations.
- b. configuration, power, and trim.
- c. obstructions and other hazards, which should be considered.
- d. a stabilized approach at the recommended airspeed to the selected touchdown area.
- e. coordination of flight controls.
- f. a precise ground track.
- g. wind shear and wake turbulence.
- h. crosswind procedure.
- i. timing, judgment, and control procedure during roundout and touchdown.
- j. directional control after touchdown.
- k. use of brakes.
- l. use of checklist.
- a. improper use of landing performance data and limitations.
- b. failure to establish approach and landing configuration at appropriate time or in proper sequence.
- c. failure to establish and maintain a stabilized approach.
- d. inappropriate removal of hand from throttles.
- e. improper procedure during roundout and touchdown.
- f. poor directional control after touchdown.
- g. improper use of brakes.

G. TASK: SHORT-FIELD APPROACH AND LANDING

Explain the difference between Normal and Short-field Landings.

How does a pilot achieve a stabilized approach during this maneuver?

What are the common errors for Short-field Landing?

- a. how to determine landing performance and limitations.
- b. configuration and trim.
- c. proper use of pitch and power to maintain desired approach angle.
- d. barriers and other hazards which should be considered.
- e. effect of wind.
- f. selection of touchdown and go-around points.
- g. a stabilized approach at the recommended airspeed to the selected touchdown point.
- h. coordination of flight controls.
- i. a precise ground track.
- j. timing, judgment, and control procedure during roundout and touchdown.
- k. directional control after touchdown.
- l. use of brakes.
- m. use of checklist.
- a. improper use of landing performance data and limitations.
- b. failure to establish approach and landing configuration at appropriate time or in proper sequence.
- c. failure to establish and maintain a stabilized approach.
- d. improper technique in use of power, wing flaps, and trim.
- e. inappropriate removal of hand from throttles.
- f. improper procedure during roundout and touchdown.
- g. poor directional control after touchdown.
- h. improper use of brakes.

AOO IX the only task

TASK: STEEP TURNS

What is the objective in teaching and practicing Steep Turns?

What are the differences in left and right turns?

A student's altitude is constantly changing during steep turns. Why?

Is reduction of bank angle acceptable to correct altitude errors?

What are the other common errors?

- a. relationship of bank angle, load factor, and stalling speed.
- b. over-banking tendency.
- c. torque effect in right and left turns.
- d. selection of a suitable altitude.
- e. orientation, division of attention, and planning.
- f. entry and rollout procedure.
- g. coordination of flight and power controls.
- h. altitude, bank, and power control during the turn.
- i. proper recovery to straight and level flight.

- a. improper pitch, bank, and power coordination during entry and rollout.
- b. uncoordinated use of flight controls.
- c. improper procedure in correcting altitude deviations.
- d. loss of orientation.

AOO XI one task

C. TASK: POWER-OFF STALLS (in descending flight)

What is the objective in teaching and practicing stalls?

What should an instructor be alert for during this maneuver?

What are the common errors?

- a. aerodynamics of power-off stalls.
- b. relationship of various factors, such as landing gear and flap configuration, weight, center of gravity, load factor, and bank angle to stall speed.
- c. flight situations where unintentional power-off stalls may occur.
- d. entry technique and minimum entry altitude.
- e. performance of power-off stalls in descending flight (straight or turning).
- f. coordination of flight controls.
- g. recognition of the first indications of power-off stalls.
- h. recovery technique and minimum recovery altitude.
- a. failure to establish the specified landing gear and flap configuration prior to entry.
- b. improper pitch, heading, and bank control during straight-ahead stalls.
- c. improper pitch and bank control during turning stalls.
- d. rough or uncoordinated control technique.
- e. failure to recognize the first indications of a stall.
- f. failure to achieve a stall.
- g. improper torque correction.
- h. poor stall recognition and delayed recovery.
- i. excessive altitude loss or excessive airspeed during recovery.
- j. secondary stall during recovery.

AOO XIII Task C, D and one other task

C. TASK: ENGINE FAILURE AFTER LIFT-OFF describing—

What portion of the takeoff is considered the most critical for an engine out condition?

What is the minimum safe altitude for this maneuver?

What are "immediate action items"? Why?

Outline the procedure that should be followed in the event of engine failure after liftoff.

Is it appropriate to secure a failed engine?

When is a checklist appropriate during this phase of flight? Why?

How does the training environment differ from an actual engine failure?

- a. use of prescribed emergency checklist to verify accomplishment of procedures for securing the inoperative engine.
- b. proper adjustment of engine controls, reduction of drag, and identification and verification of the inoperative engine.
- c. how to establish and maintain a pitch attitude that will result in the best engine inoperative airspeed, considering the height of obstructions.
- d. how to establish and maintain a bank as required for best performance.
- e. how to maintain directional control.
- f. methods to be used for determining reason for malfunction.
- g. monitoring and proper use of the operating engine.
- h. an emergency approach and landing, if a climb or level flight is not within the airplane's performance capability.
- i. positive airplane control.

j. how to obtain assistance from the appropriate facility.

a. failure to follow prescribed emergency checklist.

b. failure to properly identify and verify the inoperative engine.

c. failure to properly adjust engine controls and reduce drag.

d. failure to maintain directional control.

e. failure to establish and maintain a pitch attitude that will result in best engine inoperative airspeed, considering the height of obstructions.

f. failure to establish and maintain proper bank for best performance.

D. TASK: APPROACH AND LANDING WITH AN INOPERATIVE ENGINE

What are the considerations for traffic pattern entry during an actual single engine approach to landing?

Explain decision making process for landing gear extension and flap usage during SE approach and landing.

Explain the changes to control inputs that will occur during final approach and landing.

When is rudder trim appropriate during SE operations?

- a. use of the prescribed emergency checklist to verify accomplishment of procedures for securing the inoperative engine.
- b. proper adjustment of engine controls, reduction of drag, and identification and verification of the inoperative engine.
- c. how to establish and maintain best engine inoperative airspeed.
- d. trim procedure.
- e. how to establish and maintain a bank as required for best performance.
- f. the monitoring and adjusting of the operating engine.
- g. proper approach to selected touchdown area, at the recommended airspeed.

h. proper application of flight controls.

i. how to maintain a precise ground track.

j. wind shear and turbulence.

k. proper timing, judgment, and control procedure during roundout and touchdown.

l. directional control after touchdown.

m. use of brakes.

a. failure to follow prescribed emergency checklist.

b. failure to properly identify and verify the inoperative engine.

c. failure to properly adjust engine controls and reduce drag.

d. failure to establish and maintain best engine inoperative airspeed.

e. improper trim procedure.

f. failure to establish proper approach and landing configuration at appropriate time and in proper sequence.

g. failure to use proper procedure for wind shear or turbulence.

h. faulty technique during roundout and touchdown.

i. improper directional control after touchdown.

j. improper use of brakes.

E. TASK: EMERGENCY DESCENT

What is the objective in teaching this maneuver?

What should the instructor be alert for in the execution of this maneuver?

What are the common errors?

- a. situations that require an emergency descent.
- b. proper use of the prescribed emergency checklist to verify accomplishment of procedures for initiating the emergency descent.
- c. proper use of clearing procedures before initiating and during the emergency descent.
- d. procedures for recovering from an emergency descent.
- a. the consequences of failing to identify reason for executing an emergency descent.
- b. improper use of the prescribed emergency checklist to verify accomplishment of procedures for initiating the emergency descent.
- c. improper use of clearing procedures before initiating and during the emergency descent.
- d. improper procedures for recovering from an emergency descent.

AOO XIV D, E and one other task

D. TASK: MANEUVERING WITH ONE ENGINE INOPERATIVE

What is the minimum altitude for this maneuver?

What should a pilot consider when deciding to "Fix" or Feather?

What are the other considerations when preparing to perform this maneuver?

Explain the differences between this maneuver and other engine failure scenarios.

What are the common errors during engine failure in straight and level flight?

Is a checklist appropriate during this phase of flight? Why?

- a. flight characteristics and controllability associated with maneuvering with one engine inoperative.
- b. use of prescribed emergency checklist to verify accomplishment of procedures for securing inoperative engine.
- c. proper adjustment of engine controls, reduction of drag, and identification and verification of the inoperative engine.
- d. how to establish and maintain the best engine inoperative airspeed.
- e. proper trim procedure.
- f. how to establish and maintain a bank, as required, for best performance.
- g. appropriate methods to be used for determining the reason for the malfunction.
- h. importance of establishing a heading toward the nearest suitable airport.
- i. importance of monitoring and adjusting the operating engine.
- j. performance of straight-and-level flight, turns, descents, and climbs, if the airplane is capable of those maneuvers under existing conditions.
- a. failure to follow prescribed emergency checklist.
- b. failure to recognize an inoperative engine.
- c. hazards of improperly identifying and verifying the inoperative engine.
- d. failure to properly adjust engine controls and reduce drag.
- e. failure to establish and maintain the best engine inoperative airspeed.
- f. improper trim procedure.
- g. failure to establish and maintain proper bank for best performance.
- h. failure to maintain positive control while maneuvering.
- i. hazards of attempting flight contrary to the airplane's operating limitations.

E. TASK: VMC DEMONSTRATION

What is the objective in recovery from VMC during this maneuver?

Describe the effect of various angles of bank on VMC and climb performance.

What should an instructor be alert for during the performance of this maneuver?

What is the relationship of stall speed to VMC while performing this maneuver?

What are the common errors during recovery?

- a. causes of loss of directional control at airspeeds less than VMC, the factors affecting VMC, and the safe recovery procedures.
- b. establishment of airplane configuration, adjustment of power controls, and trim prior to the demonstration.
- c. establishment of engine inoperative pitch attitude and airspeed.
- d. establishment of a bank attitude as required for best performance.
- e. entry procedure to demonstrate loss of directional control.
- f. indications that enable a pilot to recognize loss of directional control.
- g. proper recovery procedure.
- a. inadequate knowledge of the causes of loss of directional control at airspeeds less than VMC, factors affecting VMC, and safe recovery procedures.
- b. improper entry procedures, including pitch attitude, bank attitude, and airspeed.
- c. failure to recognize imminent loss of directional control.
- d. failure to use proper recovery procedure.

F. TASK: DEMONSTRATING THE EFFECTS OF VARIOUS AIRSPEEDS AND CONFIGURATIONS DURING ENGINE INOPERATIVE

What is the objective in teaching this maneuver?

Describe the elements of this maneuver.

What is Vyse and how does it relate to this maneuver in a PA44?

If a student cannot hold a steady airspeed during this maneuver, what is the likely cause?

What are the other common errors?

- a. selection of proper altitude for the demonstration.
- b. proper entry procedure to include pitch attitude, bank attitude, and airspeed.
- c. effects on performance of airspeed changes at, above, and below VYSE.
- d. effects on performance of various configurations—
 - (1) extension of landing gear.
 - (2) extension of wing flaps.
 - (3) extension of both landing gear and wing flaps.
 - (4) windmilling of propeller on inoperative engine.
- e. airspeed control throughout the demonstration.
- f. proper control technique and procedures throughout the demonstration.
- a. inadequate knowledge of the effects of airspeeds above or below VYSE and of various configurations on performance.
- b. improper entry procedures, including pitch attitude, bank attitude, and airspeed.
- c. improper airspeed control throughout the demonstration.

d. rough and/or uncoordinated control technique.

e. improper procedures during resumption of cruise flight.

PREFLIGHT BRIEFING

1. Profile of flight test
2. Pilot in Command (14 CFR § 61.47)
3. Emergencies –simulated – no fuel selectors, mags, alternators to be shut off (unless actual)
Engine failure - takeoff and landing no inflight simulated engine failure below 400 feet agl
Feathering – not below 3,000 feet AGL (4,000 PA44)
Other emergencies. – Emergency descent – A/S control
4. Transfer of controls (if applicable)
5. Collision avoidance (CFI applicant required to instruct)
Looking for reported traffic
Clearing the area before maneuvers
6. First preflight - weight and balance - VFR/IFR option
7. Advise that oral questioning will continue - Perfection is not the standard
8. Testing with Plan of Action will continue IAW PTS
9. Will continue taking notes
10. Continue/discontinue if task is unsatisfactory
11. Answer any questions
12. Advise applicant to return aircraft documents to the aircraft
13. Begin flight evaluation

FLIGHT TEST

1. Take plan of action to the aircraft
2. Conduct flight test according to the Practical Test Standards
3. No instruction
4. No second chance when maneuver is unsatisfactory
5. Continue testing if maneuver is incomplete or you need more information to make a decision
6. Unsatisfactory performance:
Exceeding aircraft limitations
Examiner intervention
Inappropriate emergency procedures

- Outcome of the maneuver being seriously in doubt
Poor judgment
Not within approved standards
Failure to apply aeronautical knowledge
Not being the master of the aircraft
Consistently exceeding tolerances stated in the objective
Failure to take prompt corrective action when tolerances are exceeded
7. Use realistic distractions during the flight test
 8. Did the applicant meet the objective of the task?
P Did the applicant complete the procedure described?
T Did the applicant perform the maneuver within the tolerances?
S Did the applicant meet all safety considerations?
If you can answer YES to each of these questions without reservation, the applicant has satisfactorily completed the task.

EMPHASIS AREAS:

1. Preflight Aircraft manuals and documentation
Pilot and medical certificates Weather Airport area and surroundings
2. Preflight inspections Landing gear Engine(s)
Adequacy of fuel supply & ATC communications and airspace considerations
3. Clearances Instructions Operations to/from/within/near Class A, B, C, D, and E airspace
4. Proper use of the flight controls/brakes on the ground
5. Landing flare
6. Avoidance of objects in the air and on the ground
7. Maintenance of adequate flying speed
8. Operations to/from/on suitable terrain for T/O, Apch, & Ldg Config.& Proc.
9. Observance of minimum safe altitudes--congested and non congested areas
10. Use of stabilized approach/flight path procedures
11. Forced landings

In Aircraft Tasks

- Engine Start** Demonstrates and simultaneously explains engine starting from an instructional standpoint.
- Run-Up** Demonstrates and simultaneously explains a before takeoff check from an instructional standpoint. Analyzes and corrects simulated common errors related to a before takeoff check.
- Airport signage** Identify signs, hold short lines. (Runway incursion)
- Normal Takeoff** Demonstrates and simultaneously explains a normal or a crosswind takeoff and climb from an instructional standpoint. Analyzes and corrects simulated common errors related to a normal or a crosswind takeoff and climb.
- Engine Fail after T.O., with Gear up or in transit Not below 400 agl.** Demonstrates and simultaneously explains a simulated engine failure after lift-off from an instructional standpoint. Analyzes and corrects simulated common errors related to engine failure after lift-off.
- Landing single engine** +/- 5 kias, centerline. Demonstrates and simultaneously explains an approach and landing with a simulated inoperative engine from an instructional standpoint. Analyzes and corrects simulated common errors related to an approach and landing with an inoperative engine.
- Power OFF Stall Landing Configuration** Demonstrates and simultaneously explains power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations, from an instructional standpoint. Analyzes and corrects simulated common errors related to power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations.
- Steep Turns** 50°+/-5°, +/-100ft, 10 kias, not to exceed Va. Immediate reversal Demonstrates and simultaneously explains steep turns from an instructional standpoint. Analyzes and corrects simulated common errors related to steep turns.
- VMC Demo** Establishes a single-engine climb attitude with the airspeed at approximately 10 kias above VSSE. Demonstrates and simultaneously explains engine inoperative loss of directional control from an instructional standpoint. Analyzes and corrects simulated common errors related to engine inoperative loss of directional control.
- Effects of Configuration** Demonstrates and simultaneously explains the effects of various airspeeds and configurations during engine inoperative performance from an instructional standpoint. Analyzes and corrects simulated common errors related to the effects of various airspeeds and configurations during engine inoperative performance.
- Maneuver during engine out**, Restart engine. Demonstrates and simultaneously explains maneuvering with one engine inoperative from an instructional standpoint. Analyzes and corrects simulated common errors related to maneuvering with one engine inoperative.
- Emergency Descent.** Demonstrates and simultaneously explains an approach and landing with a simulated inoperative engine from an instructional standpoint. Analyzes and corrects simulated common errors related to an approach and landing with an inoperative engine.
- Normal Landing** within 200 ft, 5 kias of specified speed on centerline. Demonstrates and simultaneously explains a normal or a crosswind approach and landing from an instructional standpoint. Analyzes and corrects simulated common errors related to a normal or crosswind approach and landing.
- Short Field Takeoff** +5,-0 kias to 50 ft. Demonstrates and simultaneously explains a short-field takeoff and climb from an instructional standpoint. Analyzes and corrects simulated common errors related to a short-field takeoff and climb.
- Short Field Landing** 100 ft, +/-5 kias centerline, brakes. Demonstrates and simultaneously explains a short-field approach and landing from an instructional standpoint. Analyzes and corrects simulated common errors related to a short-field approach and landing.

POST - FLIGHT

1. General - Reaffirm outcome -
 - Allow applicant some time to self
 - Prepare temporary airman cert./disapproval notice/letter of discontinuance
 - Offer to sign applicant's logbook
2. Temporary Airman Certificate
 - Establish a positive atmosphere
 - Highlight above average performance
 - Debrief using the plan of action
 - Have applicant review and sign temporary airman certificate
 - Examiner signs and issues temporary airman certificate
 - Advise of duration - 120 days
 - Ensure applicant has proper documents
 - Verify that you have the proper documents
 - Brief flight instructor of applicant's performance
3. Disapproval Notice
 - Establish a positive atmosphere
 - Highlight above average performance as well as deficient tasks
 - Debrief using the plan of action Use PTS to explain reasons for disapproval
 - Do not criticize the flight instructor
 - Be alert for Denial, Anger, Bargaining, or Depression
 - Issue disapproval notice
 - Advise re-test credit for satisfactorily completed items is 60 days
 - Ensure applicant has proper documents
 - Verify that you have the proper documents
 - Brief flight instructor of applicant's performance
4. Send File to FSDO within 5 days