

# Commercial Pilot AMEL Additional Class Rating FAR 61.63(c)

## 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 required documents
  - FAA Form 8710-1, Airman Certificate and/or Rating Application \_\_\_
  - Photo/signature I.D. (Note type on 8710-1 and return) \_\_\_
  - Pilot Certificate (Verify vs I.D. & FAA Form 8710-1 and return) \_\_\_
  - Medical (note limitations) \_\_\_
  - Knowledge test results (if appropriate) \_\_\_
  - Logbook or GROUND training records (Verify that the applicant meets all requirements and appropriate endorsements) \_\_\_
  - Aircraft documents (Verify location & scheduled availability)
6. Verify that required equipment (hood, etc.) is available
7. Verify that applicant is aware of PTS requirements and tolerances
8. Advise the applicant that:
  - FAA Practical Test IAW the \_\_\_\_\_ 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
    - Letter of Discontinuance
9. Any Questions?
10. Collect Fee \_\_\_
11. **Announce "THE TEST HAS BEGUN!"**

## ORAL QUESTIONING

Oral questioning may continue throughout the test.

### AOO I-F. Performance and Limitations

Compute Wt&Bal. Use of Charts, Data.

What is Accelerate-Stop today?

Can you stop in that distance?

What happens when Wt&Bal limitations are exceeded in a twin?

Describe effect of atmospheric conditions (hot/cold)(high/low)

### AOO I-G. Operation of Systems

5 of the following:

1. Primary flight controls and trim.
2. Flaps, leading edge devices, and spoilers.
4. Powerplant and propeller. **How will a single magneto failure affect RPM?**
5. Landing gear.
6. Fuel, oil, and hydraulic.
7. Electrical. Explain Non-essential bus, Avionics 1, 2, and bus tie breakers.
8. Avionics.
9. Pitot-static, vacuum/pressure and associated flight instruments.
10. Environmental.
11. Deicing and anti-icing.

### AOO I-H. Principles of Flight—Engine Inoperative

1. meaning of the term "critical engine."
2. effects of density altitude on the  $V_{MC}$  demonstration.
3. effects of airplane weight and center of gravity on control.
4. effects of angle of bank on  $V_{MC}$ .
5. relationship of  $V_{MC}$  to stall speed.
6. reasons for loss of directional control.
7. indications of loss of directional control.
8. importance of maintaining the proper pitch and bank attitude, and the proper coordination of controls.
9. loss of directional control recovery procedure.
10. engine failure during takeoff including planning, decisions, and single-engine operations.

### VII D. Spin Awareness

1. Aerodynamic factors related to spins.
2. Flight situations where unintentional spins may occur.
3. Procedures for recovery from unintentional spins.

### VIII E. Systems and Equipment Malfunctions

- 5 of the following simulated emergencies—
- How to determine single vacuum pump failure.
  - How to determine alternator failure and what action is required?
  - Loss of oil pressure, effect on propeller system?
  - How to operate landing gear when it won't extend normally.
  - How to deal with asymmetric flap extension.
  - Door open in flight. How to operate emergency exit.

### F. Emergency Equipment and Survival Gear

Explain onboard fire extinguisher storage and use.  
What is the Winter Survival kit; contents?

## PREFLIGHT BRIEFING

1. Profile of flight test
2. Pilot in Command (14 CFR § 61.47)
3. Emergencies - actual and simulated
  - Engine failure – T.O. and landing • Other emergencies •
- Feathering
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 test

## FLIGHT TEST

1. Be sure to take plan of action with you to the aircraft
  2. Conduct flight test according to the Practical Test Standards
  3. No Dual - No second chance when maneuver is unsatisfactory
  4. Continue testing if maneuver is incomplete or you need more information to make a decision
  5. 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

## II. PREFLIGHT PROCEDURES

- A. Preflight Inspection** (use checklist, how to detect defect of items inspected)
- B. Cockpit Management** (checklist, Briefing, Loose items)
- C. Engine Starting** (explain external power, hot/cold start)
- D. Taxiing** (brake check, flight controls, brake usage, markings, atc clearances)
- F. Before Takeoff Check** (positioning, pre-takeoff review, runway incursion avoidance)

## IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- A. Normal and Crosswind Takeoff and Climb** (flight controls, centerline,  $V_Y \pm 5$  kias, wind drift, checklist )
- B. Normal and Crosswind Approach and Landing** (stabilized,  $\pm 5$  kias, touchdown near stall, 200ft, centerline, checklist )
- C. Short-Field Takeoff and Maximum Performance Climb** (best position, brakes, flight controls, centerline, speed+5-0kias, gear up after 50 ft., wind drift, checklist )
- D. Short-Field Approach and Landing** (stabilized,  $\pm 5$  kias, touchdown ~minimum control speed, 100ft, no float, centerline, max brakes, checklist)
- I. Go-Around/Rejected Landing** (max power, pitch for  $V_Y \pm 5$  kias flaps, gear, sidestep, checklist)

## V. PERFORMANCE MANEUVER

- Steep Turns** (clear area,  $<V_A-10$ , 2 360° turns, 50°bank  $\pm 5^\circ$ ,  $\pm 10$  kias, rollout  $\pm 10^\circ$ )

## VII. SLOW FLIGHT AND STALLS

- A. Maneuvering During Slow Flight** ( $>4000$  feet, **MCA**, I pick config, heading,  $\pm 10^\circ$ ; airspeed +5/-0 kias, bank,  $\pm 5^\circ$ )
- B. Power-Off Stalls** ( $>4000$  feet, stabilized descent, full power, pitch for recovery, min loss of altitude, flaps, gear at positive rate,  $V_X$  before final flaps, heading,  $\pm 10^\circ$ )
- C. Power-On Stalls** ( $>4000$  feet, gear down,  $<65\%$ , pitch for stall, heading,  $\pm 5^\circ$  full power, bank,  $\pm 10^\circ$  min., pitch for recovery, min. loss altitude)

## VIII. EMERGENCY OPERATIONS

- A. Emergency Descent** (close throttles, bank, gear down, do not exceed 140 KIAS (PA-44) maintain positive g's, checklist)
- B. Engine Failure during Takeoff before  $V_{MC}$**  (Simulated) (less than 28 kias, centerline, brakes)
- C. Engine Failure After Lift-Off** (Simulated) (not less than 400ft AGL, shutdown,  $V_{YSE} \pm 5$  kias, heading  $\pm 10^\circ$ , engine temps, return for landing, secure engine, checklist)
- D. Approach and Landing with an Inoperative Engine** (Simulated) (stabilized approach, airspeed  $\pm 5$  kias, land with simulated feathered propeller first 1/3 runway, centerline, checklist)

## X. MULTIENGINE OPERATIONS

- A. Maneuvering with One Engine Inoperative** ( $>4000$  feet, full shutdown, coordinated flight, restart,  $\pm 100$ ft, heading  $\pm 10^\circ$ , checklists)
- B.  $V_{MC}$  Demonstration** ( $>4000$  feet from  $\sim 95$ kias, raise nose 1kt per second, recover @ full rudder, stall warn, buffet, 20°heading, airspeed  $\pm 5$  kias during recovery)
- C. Engine Failure During Flight** (by Reference to Instruments) (simulated feather,  $\pm 100$  feet, bank  $\pm 5^\circ$ , checklists)
- D. Instrument Approach—One Engine Inoperative** (by Reference to Instruments) (altitude  $\pm 100$ ft, airspeed  $\pm 10$  kias if possible, heading  $\pm 10^\circ$ ,  $\frac{3}{4}$  scale ILS/VOR, 10° RMI/ADF, C/W circling criteria if circling)

## **POST - FLIGHT**

### **1. General**

- Reaffirm outcome
- Allow applicant some time to self
- Prepare temporary 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

## **I. PREFLIGHT PREPARATION**

### **F. Performance and Limitations**

### **G. Operation of Systems**

### **H. Principles of Flight—Engine Inoperative**

## **II. PREFLIGHT PROCEDURES**

### **A. Preflight Inspection**

### **B. Cockpit Management**

### **C. Engine Starting**

### **D. Taxiing (AMEL)**

### **E. Taxiing and Sailing (AMES)**

### **F. Before Takeoff Check**

## **IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS**

### **A. Normal and Crosswind Takeoff and Climb**

### **B. Normal and Crosswind Approach and Landing**

### **C. Short-Field Takeoff and Maximum Performance Climb**

### **D. Short-Field Approach and Landing**

## **V. PERFORMANCE MANEUVER**

### **Step Turns**

## **VII. SLOW FLIGHT AND STALLS**

### **A. Maneuvering During Slow Flight**

### **B. Power-Off Stalls**

### **C. Power-On Stalls**

### **D. Spin Awareness**

## **VIII. EMERGENCY OPERATIONS**

### **A. Emergency Descent**

### **B. Engine Failure During Takeoff Before VMC (Simulated)**

### **C. Engine Failure After Lift-Off (Simulated)**

### **D. Approach and Landing with an Inoperative Engine (Simulated)**

### **E. Systems and Equipment Malfunctions**

### **F. Emergency Equipment and Survival Gear**

## **X. MULTIENGINE OPERATIONS**

### **A. Maneuvering with One Engine Inoperative**

### **B. Vmc Demonstration**

### **C. Engine Failure During Flight (by Reference to Instruments)**

### **D. Instrument Approach—One Engine Inoperative (by Reference to Instruments)**