



Examiner's Plan of Action Commercial Pilot ASEL

Examiner's Plan of Action

1. VERIFY APPLICANT ELIGIBILITY

- Verify § 61.123 - Applicant meets the eligibility requirements
- Verify § 61.125 - Applicant has received and logged the required ground training (or presents a certificate from a home study course) and passed the required knowledge test.
- Verify § 61.127 - Applicant has logged training for required flight proficiency.
- Verify § 61.129 - Applicant possesses and logged the required aeronautical experience.
- Complete Applicant's Practical Test Checklist:

ACCEPTABLE AIRCRAFT

- Maintenance Records (AVIATE)
- A/C Documents (AROW or ARROW)
- Approved FAA POH (or substitute if approved by Evaluator)

PERSONAL EQUIPMENT

- View-Limiting Device
- Completed FAA 7233-1 Flight Plan Form or electronic equivalent
- Completed flight logs or electronic equivalent
- Computer and plotter or electronic equivalent
- Current Aeronautical Charts or electronic equivalent
- Current Chart Supplement or electronic equivalent
- Appropriate publications or electronic equivalent
- Backup charging source and backup charts if using EFB (recommended)

PERSONAL RECORDS

- Government issued ID (name matches IACRA)
- Pilot certificate (signed on back)
- Current Medical Certificate or BasicMed Qualification
- FAA Form 8710-1 or IACRA form with CFI signature
- Knowledge Test Results (with endorsement if re-test)
- Pilot Logbook with Instructor Endorsements
- FAA Form 8060-5, Notice of Disapproval (if applicable)
- Letter of Discontinuance (if applicable)
- Evaluator's fee (if applicable)

The applicant has been instructed to plan the following cross-country flight scenario:

Your boss desperately needs you to fly him to KBIL for an urgent business meeting. Please ensure he gets there safely. Remember, your job and a possible promotion are riding on the success of this meeting. Your company will be set for years to come if you get this contract!

The passenger manifest is as follows:

Yourself and 2 days of clothing.

Your boss, Mr. Lumbergh: 170 lbs. with a 30 lb. suitcase

Four document containers weighing 50 lbs. each. (If you're a/c is a two-place a/c, please plan to bring 2 document containers.)



Examiner's Plan of Action Commercial Pilot ASEL

2. VERIFY ACCEPTABLE AIRCRAFT

- Maintenance Records (AVIATE)
- A/C Documents (AROW or ARROW)
- Approved FAA POH (or substitute if approved by Evaluator)

3. CONDUCT PRACTICAL TEST

Examiner Rules of Conduct

- I will conduct this test in accordance with the ASEL ACS.
- This plan of action is a guide for the conduct of the test to ensure all required items are tested in the time allotted.
- Instruction during the FAA Practical Exam is not allowed.
- Areas found to be deficient will be marked as "below standards." Applicant will review those areas and receive additional instruction if necessary. Subsequent verification by the appropriate CFI or Stage Check Pilot is required.
- Perfection is not the standard. Students should strive to remain within standards and when a deviation occurs, promptly correct to within standards.
- Second chances are not allowed.
- I will take notes throughout the test to provide you with a thorough debrief.
- Oral examining will continue throughout the test.
- Assume you have passed unless told otherwise.
- I will not intervene or provide assistance except to prevent a violation or unsafe condition.
- **Please let me know if you do not understand a question, statement or instruction.**

Three possible outcomes:

1. Temporary Certificate
2. Notice of Disapproval
3. Letter of Discontinuance

5 minute break if student would like one and we will begin the Oral Exam



Examiner's Plan of Action Commercial Pilot ASEL

ORAL EVALUATION

1. Preflight Preparation
 - A. Certificates and Documents
 1. What documents must you have in your possession or readily accessible when acting as PIC?
 2. What class of medical certificate is required to act as PIC while exercising the privileges of a commercial pilot certificate? Duration?
 3. What privileges and limitations apply to commercial pilots?
 - a. Limitations:
 - i. If no IR rating: cross country flights >50nm or at night prohibited
 - b. Privileges:
 - i. May act as Pilot in command that is:
 - Carrying persons or property for hire iaw applicable regulations
 - For compensation or hire
 4. AC 120-12A-apply scenario based lines of questioning
 5. 119.1(e) What kind of flying are you authorized to conduct as a commercial pilot?
 - a. Student instruction, non-stop air tours, ferry or training flights, aerial work, parachute ops within 25nm, etc...
 6. What flight time is required to be logged?
 7. What is the definition of night time?
 8. What recency of experience requirements apply to commercial pilots?
 9. Explain the difference between proficiency and currency?
 10. Explain ADM.
 11. What are your personal minimums? How do you apply risk management in your operations?
 12. What is fitness for flight?
Demonstrates knowledge of (pick 3)
 - a. Hypoxia
 - b. Hyperventilation
 - c. Ear and sinus problems
 - d. Motion sickness
 - e. CO2 poisoning
 - f. Stress and fatigue
 - g. Hydration and nutrition
 - h. Hypothermia
 - i. Optical illusions
 - j. "the bends" after scuba diving
 - k. Alcohol and drugs
 - l. ADM
 - m. Hazardous attitudes
 13. Regulatory requirements for supplemental oxygen use by flight crew and passengers.
 - a. Physical factors: impairment, symptoms of hypoxia, time of useful consciousness
 14. How does flying unfamiliar aircraft or unfamiliar avionics affect safety of flight?
 15. Performs Self Assessment



Examiner's Plan of Action Commercial Pilot ASEL

B. Airworthiness Requirements

1. What a/c documents are required to be in the a/c during operation?
2. What a/c inspections are required to be documented for today's flight?
3. Explains the importance of AD.
4. Who is responsible for maintaining an a/c in an airworthy condition?
5. Who responsible for determining that the a/c is airworthy.
6. AD's are used by the FAA to notify aircraft owners and operators of unsafe conditions and to require their correction. AD's prescribe the conditions and limitations, including inspection, repair or alteration under which the product may continue to be operated.
7. Who is authorized to conduct a/c mx?
8. Can you conduct your own mx or preventative mx?
9. 91.205: What would you do if you noticed the engine oil temperature gage was still at full cold when conducting your runup inspection (inop Oil Temperature Gage)?
10. When are position lights required? Is a landing light required?
11. 91.213: What if the engine oil temperature gage were inoperative whilst on the ground at a small airstrip. Is there any way to ferry the airplane with inoperative equipment that is otherwise required by regulation, equipment list, etc.?

C. Weather Information

1. What FAA facility is considered the primary source of Aviation Weather Briefings? What types of briefings are available?
2. Student demonstrates use of FAA wx briefing, ASOS, METAR, TAF, etc in scenario:
 - a. How can I check ASOS WX?
 - b. Explain the difference between ASOS, METAR, ATIS
 - c. What is the best source of wx information at the Centennial Apt within the past hour?
Demonstrates the use of METAR or ATIS
 - i. Ie. METAR: KIAH 031353Z 18010G16KT 7SM BKN013TCU OVC023 26/23 A2981 RMK AO2 SLP094 TCU E-S MOVG NE VCSH E-S T02610228
3. Demonstrates use of TAF.
 - a. Ie. what is the wx in IAH at 2300Z in the example below?
 - i. TAF: KIAH 031404Z 0314/0418 19011KT P6SM BKN013 OVC023
TEMPO 0315/0319 -SHRA
FM031900 20015G23KT P6SM VCTS BKN015CB
TEMPO 0322/0324 4SM -TSRA BKN010CB
FM040100 31008G15KT P6SM VCSH OVC015
FM041000 34010G20KT P6SM FEW250
FM041600 34016KT P6SM SKC
4. Which chart shows areas of convective activity including level of intensity, tops and direction of movement? Demonstrates the use of Radar Summary Chart
5. Which chart depicts pressure centers, frontal zones, isobars? Demonstrates the use of Surface Analysis Chart



Examiner's Plan of Action Commercial Pilot ASEL

6. What is a chart similar to the Surface analysis chart except that its forecasted?
7. What type of weather is generally associated with: a low pressure system, a high pressure system, a cold front, a warm front, a stationary front, an occluded front?
8. What kind of weather would I expect to see if I were in _____ (pick a city with obvious isobar contours) to test student understanding of Isobars.
9. What are some kinds of fog and what kind(s) would I most likely encounter in the Denver area?
10. Under what conditions would you expect icing to occur?
11. How can you receive an Inflight Weather Briefing?
12. Seasonal weather phenomena.

**Ensure student correlates dynamic wx to the flight, identifies limitations of wx reports and forecasts, applies personal wx minimums

D. Cross Country Flight Planning

1. Is it legal to use an EFB? Why? (yes, AC-120-76D)
2. Applicant presents flight planned to first fuel stop using real-time weather and provides a risk analysis.
3. Route Planning Considerations
 - a. Terrain and obstacle clearance considerations
 - b. Engine failure, divert, emergency considerations
 - c. Airspace considerations
 - d. Special Use Airspace (SUA) considerations
4. Calculates a/c performance: Climb rates, TAS, Groundspeed, Fuel, decent planning
5. Ensures a/c is within acceptable weight and balance for duration of flight
6. Calculates Heading, Time, Fuel, Distance under actual conditions
7. Recalculates fuel based on scenario provided by instructor
8. VFR Sectional Chart symbology and airspace general
 - a. Describes meaning of use chart symbology and test for basic knowledge of NAS to include:
 - i. Type of airspace depicted
 - ii. General dimensions
 - iii. VFR visibility and cloud clearance requirements
 - iv. Equipment requirements
 - v. Other considerations
 - b. Identifies and demonstrates knowledge of chart symbology
9. Filing, activating and closing of a VFR flight plan. Elements of a VFR Flight plan.

**Ensure student correlates PAVE checklist, identifies hazards, alternates if flight cannot be performed as planned, tendency to continue despite adverse change in conditions, understands possible differences between published and actual performance data



Examiner's Plan of Action Commercial Pilot ASEL

E. Operation of systems

1. Demonstrates understanding of a/c systems: (minimum: diagram 1 and explain 1)
 - a. Primary flight controls and trim
 - b. Secondary flight controls
 - c. Powerplant and propeller
 - d. Landing gear
 - e. Fuel, Oil, Hydraulic
 - f. Electrical
 - g. Avionics
 - h. Flight instruments
 - i. Environmental systems
 - j. De-ice, anti-ice
 - k. O2
2. Explains and operates a/c systems

F. Systems and equipment malfunctions (relocated from the flight portion)

1. RM:
 - a. Failure to use proper checklist
2. Skills and Knowledge
 - a. Demonstrates understanding of:
 - i. Partial or complete loss of engine power
 - ii. Electrical malfunction
 - iii. Flight control failures
 - iv. Flight instrument failures
 - v. System failures
 - vi. Smoke/fire
 - vii. Inadvertent door/window open
 - b. Describes action items for 3 of the above.
 - i. Completes checklist



Examiner's Plan of Action Commercial Pilot ASEL

PRACTICAL EVALUATION

To the examiner: the following RM concepts should be confirmed during all phases of flight:

- ADM
- Collision avoidance, division of attention
- Distractions, loss of SA, improper task management
- Stall/spin awareness, energy management

II. Preflight Procedures:

A. Preflight Assessment (preflight inspection)

1. Risk Management
 - a. PAVE checklist
 - b. Aviation security
2. Skills and Knowledge
 - a. Checklist usage (internal and external inspection)
 - b. Verifies A/c in airworthy condition

B. Flight Deck Management

1. Risk Management
 - a. Improper SRM, ADM
2. Skills and Knowledge
 - a. Proper programming and management of a/c automation
 - b. Passenger briefing to include use of electronic devices, restraints, safety equipment, exits, PIC identification, sterile flight deck
 - c. Identifies and briefs passengers of all emergency equipment and survival gear
 - d. Checklist usage

C. Engine Starting

1. Risk Management
 - a. Propeller Safety
2. Skills and Knowledge
 - a. Proper positioning of A/C considering Wind, Obstructions, Safety
 - b. Engine starting
 - c. Checklist Usage

D. Taxi

1. Risk Management



Examiner's Plan of Action Commercial Pilot ASEL

- a. Inappropriate activities
- b. Expectation bias
2. Skills and Knowledge
 - a. Checklist usage
 - b. Brake Check
 - c. Positions flight controls correctly
 - d. Throttle and brake management
 - e. Situational awareness
 - f. ATC clearances and communications
 - g. a/c control during taxi
 - h. use of navigation charts

E. Before Takeoff Check

1. Risk Management
 - a. Maintains Situational awareness
 - b. Identification/mitigation of threats
2. Skills and Knowledge
 - a. Division of attention
 - b. Positioning of a/c
 - c. Verify engine parameters and a/c airworthiness
 - d. Checklist usage

III. Airport operations

A. Communication and light gun signals

1. Risk Management
 - a. Failure to declare an emergency
 - b. Confirmation bias or expectation bias
2. Skills and Knowledge
 - a. Radio communications
 - b. Light gun signals

B. Traffic Patterns

1. Risk Management
 - a. Distractions
2. Skills and Knowledge
 - a. Maintains TPA $\pm 100'$ & 10 kts
 - b. Fly correct ground track and pattern procedures

IV. Takeoffs, Landings, and Go-Arounds



Examiner's Plan of Action Commercial Pilot ASEL

A. Normal Takeoff and Climb

1. RM
 - a. Crosswind, windshear, wake TB
 - b. Engine failure, other emergencies
 - c. Distractions
2. Skills and Knowledge
 - a. Checklist usage
 - b. Runway selection
 - c. Effects of atmospheric
 - d. Rotates and lifts off at the appropriate airspeeds
 - e. Climbs at $V_y \pm 5$ kts or manufacturer's recommended a/s
 - f. Directional control and wind drift correction

B. Normal Apch and Landing

1. RM
 - a. Environmental hazards
 - b. Operational hazards
 - c. Distractions
2. Skills and Knowledge
 - a. Checklist usage
 - b. S/A and comms
 - c. Stabilized approach including crosswind
 - d. A/s ± 5 kts
 - e. Executes timely go around if appropriate

C. Soft Field Takeoff and Climb

1. RM
 - a. Environmental factors
 - b. Emergency considerations
 - c. Collision avoidance
 - d. SRM and Task Management
2. Skills and Knowledge
 - a. Checklist usage
 - b. SA and Comms
 - c. Collision avoidance and division of attention
 - d. A/c control
 - i. Systems management and configuration
 - ii. Rotates correctly and accelerates in ground effect
 - iii. V_x or $V_y \pm 5$ kts
 - iv. Maintains desired flight path



Examiner's Plan of Action Commercial Pilot ASEL

D. Soft Field Approach and Landing

1. RM
 - a. Environmental factors
 - b. Emergency considerations
 - c. Collision avoidance
 - d. SRM and Task Management
2. Skills and Knowledge
 - a. Checklist usage
 - b. SA and Comms
 - c. Proper a/c configuration
 - d. Proper a/s ± 5 kts
 - e. Proper landing technique keeping nose off until loss of elevator effectiveness
 - f. Maintains proper positioning of flight controls and speed for soft surface

E. Short Field and Max Performance Climb

1. RM
 - a. Environmental factors
 - b. Emergency considerations
 - c. Collision avoidance
 - d. SRM and Task Management
2. Skills and Knowledge
 - a. Checklist usage
 - b. SA and Comms
 - c. Collision avoidance and division of attention
 - d. Maneuver Parameters
 - i. Systems management and configuration
 - ii. Rotates correctly and accelerates in ground effect
 - iii. $V_x \pm 5$ kts until obstacle is cleared or 50'
 - iv. Maintains desired flight path

F. Soft Field Approach and Landing

1. RM
 - a. Environmental factors
 - b. Emergency considerations
 - c. Collision avoidance
 - d. SRM and Task Management
2. Skills and Knowledge
 - a. Checklist usage
 - b. SA and Comms
 - c. Proper a/c configuration
 - d. Proper a/s ± 5 kts
 - e. Touchdown $\leq 100'$ beyond specified point



Examiner's Plan of Action Commercial Pilot ASEL

- f. Proper braking technique
- g. Timely go around if landing within tolerances not anticipated

G. Power Off 180° Accuracy Approach and Landing

- 1. RM
 - a. Environmental factors
 - b. Emergency considerations
 - c. Collision avoidance
 - d. SRM and Task Management
- 2. Skills and Knowledge
 - a. Purpose of the maneuver
 - b. Knowledge elements related to maneuver
 - c. Checklist usage
 - d. Environmental considerations
 - e. SA and Comms
 - f. A/c configuration
 - g. Maneuver parameters
 - i. -0/+200 from touchdown point
 - ii. No side drift and on centerline

H. Go Around/Rejected Landing

- 1. RM/PAVE/TEAM
 - a. Delayed recognition or performance of go around
 - b. Improper power application or a/c configuration
 - c. Collision avoidance, division of attention
 - d. Distractions, loss of SA, improper task management
- 2. Skills and Knowledge
 - a. Purpose of the maneuver
 - b. Knowledge elements related to maneuver
 - c. Checklist usage
 - d. Environmental considerations
 - e. SA and Comms
 - f. A/c configuration
 - g. Maneuver parameters
 - i. Timely decision and execution
 - ii. Correct pitch and power
 - iii. $V_y \pm 5$ kts
 - iv. Maintains desired flight path

V. Performance and Ground Reference Maneuvers



Examiner's Plan of Action Commercial Pilot ASEL

A. Steep Turns

1. RM
 - a. Collision avoidance, division of attention
 - b. Distractions, loss of SA, improper task management
 - c. Stall/spin awareness, energy management
2. Skills and Knowledge
 - a. Purpose of the maneuver
 - b. Knowledge elements related to maneuver
 - c. Checklist usage
 - d. Environmental considerations
 - e. SA and Comms
 - f. A/c configuration
 - g. Maneuver parameters
 - i. $\cong 50^{\circ}$ AoB
 - ii. 360° turns in both directions
 - iii. $\pm 100'$, AS ± 10 kts, Bank $\pm 5^{\circ}$. Hdg $\pm 10'$

B. Steep Spiral

1. RM
 - a. Collision avoidance, division of attention
 - b. Distractions, loss of SA, improper task management
 - c. Stall/spin awareness, energy management
2. Skills and Knowledge
 - a. Purpose of the maneuver
 - b. Knowledge elements related to maneuver
 - c. Checklist usage
 - d. Environmental considerations
 - e. SA and Comms
 - f. A/c configuration
 - g. Maneuver parameters
 - i. 60° max AoB
 - ii. ± 10 kts, 10°

C. Chandelles

1. RM
 - a. Collision avoidance, division of attention
 - b. Distractions, loss of SA, improper task management
 - c. Stall/spin awareness, energy management
2. Skills and Knowledge
 - a. Purpose of the maneuver
 - b. Knowledge elements related to maneuver
 - c. Checklist usage



Examiner's Plan of Action Commercial Pilot ASEL

- d. Environmental considerations
- e. SA and Comms
- f. A/c configuration
- g. Maneuver parameters
 - i. 1500' minimum
 - ii. $\approx 30^\circ$ AoB
 - iii. Complete 180° rollout at
 - ± 10 kts above stall and maintain it momentarily

D. Lazy Eights

- 1. RM
 - a. Collision avoidance, division of attention
 - b. Distractions, loss of SA, improper task management
 - c. Stall/spin awareness, energy management
- 2. Skills and Knowledge
 - a. Purpose of the maneuver
 - b. Knowledge elements related to maneuver
 - c. Checklist usage
 - d. Environmental considerations
 - e. SA and Comms
 - f. A/c configuration
 - g. Maneuver parameters
 - i. $\approx 30^\circ$ at steepest point
 - ii. Constant change of pitch and roll rate
 - iii. $\pm 100'$, 10° at the 180° point
 - iv. Continues through number of specified symmetrical loops

E. Eights on Pylons

- 1. RM
 - a. Collision avoidance, division of attention
 - b. Distractions, loss of SA, improper task management
 - c. Stall/spin awareness, energy management
- 2. Skills and Knowledge
 - a. Purpose of the maneuver
 - b. Knowledge elements related to maneuver
 - c. Checklist usage
 - d. Environmental considerations
 - e. SA and Comms
 - f. A/c configuration
 - g. Maneuver parameters
 - i. Calculates pivotal altitude ($GS^2/11.3$) (ie 100 kts GS = $100 \times 100 = 10000 / 11.3 = 885'$ AGL)
 - ii. Selects suitable points



Examiner's Plan of Action Commercial Pilot ASEL

- iii. Not to exceed 40° AoB
- iv. Line of sight reference remains on reference point

VI. NAVIGATION

A. Pilotage and Dead Reckoning

- 1. RM
 - a. Collision avoidance, division of attention
 - b. Distractions, loss of SA, improper task management
 - c. Stall/spin awareness, energy management
- 2. Skills and Knowledge
 - a. Prepare and use flight log
 - b. Navigate by pilotage, dead reckoning, electronic
 - c. Compass turns
 - d. ± 2 nm of flight planned route
 - e. Arrives within 3 minutes of flight planned or revised ATA
 - f. $\pm 100'$ and 10°

B. Navigation Systems and Radar Services

- 1. RM
 - a. Failure to manage automation and navigation systems
- 2. Skills and Knowledge
 - a. Use of electronic navigation
 - b. Intercepting and tracking radials or bearings as appropriate
 - c. Recognizes and takes action for system failures or loss of signal
 - d. Proper comms
 - e. ± 100 and 10°

C. Diversion

- 1. RM/ADM/SRM
 - a. Failure to make timely decision
 - b. Selects inappropriate airport
- 2. Skills and Knowledge
 - a. Selects appropriate destination
 - b. Estimates Hdg, Time, Fuel, Distance
 - c. Use of resources

D. Lost Procedures

- 1. RM
 - a. Failure to record times over waypoints
 - b. Failure to declare an emergency or seek assistance
- 2. Skills and Knowledge



Examiner's Plan of Action

Commercial Pilot ASEL

- a. Determines position
- b. Maintains appropriate hdg and climbs as necessary
- c. Uses pilotage, electronic nav and ATC to determine position

VII. Slow Flight and Stalls

A. Maneuvering during slow flight

1. RM
 - a. Understanding hazards of inadvertent slow flight
2. Skills and Knowledge
 - a. Understands aerodynamics of slow flight
 - b. Maintains coordinated flight
 - c. Maneuver Parameters
 - i. $\geq 1500'$
 - ii. Establish AS with no stall indications
 - iii. Config as specified
 - iv. $50'$, 10° , $+5/-0$, specified AoB $\pm 5^\circ$

B. Power-Off Stalls

1. RM
 - a. Failure to recognize stall indications
 - b. Improper recovery procedure
 - c. Factors affecting stalling speed
 - d. Secondary stalls, accelerated stalls, and cross-control stalls
2. Skills and knowledge
 - a. Maneuver parameters
 - i. Clear the area
 - ii. $\geq 1500'$,
 - iii. Configure as specified by evaluator
 - iv. Establish a stabilized decent
 - v. Transitions from appch decent to an attitude that will induce an impending stall
 - vi. 10° HDG if straight, $\leq 20^\circ$ AoB if turning and +/-
 - vii. Acknowledges and recovers at the first indication of an impending stall
 - viii. Executes proper recovery procedure iaw POH/AFM
 - ix. Accelerates to V_x or V_y prior to flap retraction
 - x. Returns to Altitude, Hdg and a/s specified by evaluator

C. Power-On Stalls

1. RM
 - a. Failure to recognize stall indications
 - b. Improper recovery procedure
 - c. Factors affecting stalling speed



Examiner's Plan of Action

Commercial Pilot ASEL

- d. Secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls
2. Skills and knowledge
 - a. Maneuver parameters
 - i. Clear the area
 - ii. $\geq 1500'$,
 - iii. Establish takeoff, departure or cruise configuration as assigned by the examiner
 - iv. Power as specified by examiner, not less than 65%
 - v. HDG $\pm 10^\circ$, or $\leq 20^\circ \pm 10^\circ$ if turning
 - vi. Acknowledges and recovers at the first indication of an impending stall
 - vii. Executes proper recovery procedure iaw POH/AFM
 - viii. Accelerates to V_x or V_y prior to flap retraction
 - ix. Returns to Altitude, Hdg and a/s specified by evaluator

D. Spin Awareness

1. RM
 - a. Factors leading to or contributing to spins
 - b. Recovery procedure
2. Skills and Knowledge
 - a. Factors associated with Spins
 - b. Ability to identify the entry, incipient, and developed portions of a spin

IX. Emergency Operations

B. Emergency Decent (eg. smoke/fire)

1. RM
 - a. Clearing the area for hazards
2. Skills and Knowledge
 - a. Performs immediate action items
 - b. Proper configuration
 - c. Checklist usage
 - d. Demonstrates orientation, division of attention and planning
 - e. Maneuver parameters:
 - i. AoB $30-40^\circ$
 - ii. A/s $+0/-10$ kts
 - iii. Levels off at specified altitude $\pm 100'$

C. Emergency approach and landing (simulated)

1. RM:
 - a. Collision hazards
 - b. Low altitude stall/spin awareness
2. Skills and Knowledge
 - a. Best glide vs minimum sink a/s



Examiner's Plan of Action Commercial Pilot ASEL

- b. Effects of atmospheric
- c. ATC services
- d. Maneuver parameters:
 - i. a/s ± 10 kts
 - ii. proper configuration
 - iii. plans and follows flight path to the selected landing area
 - iv. prepares for landing
 - v. completes checklist

XI. Postflight Procedures

- D. After landing, Parking and securing
 - 1. RM:
 - a. Distraction
 - b. Airport security
 - 2. Skills and Knowledge
 - a. Proper shutdown procedure
 - b. Documentation
 - c. Disembarkation of passengers
 - d. Safety awareness
 - e. Securing of aircraft
 - f. Checklist usage

The following may be tested at the evaluator's discretion based on a/c equipment and other factors:

- A. Supplemental Oxygen
 - 1. RM
 - a. Combustion hazards, failure of O₂ systems
 - 2. Skills and knowledge
 - a. Regulatory requirements for supplemental oxygen use by flight crew and passengers.
 - b. Physical factors: impairment, symptoms of hypoxia, time of useful consciousness
 - c. Oxygen systems
 - d. Necessary precautions when using O₂
 - e. Determine O₂ quantity required for scenario provided by evaluator
 - f. Brief pax on use of supplemental O₂ in scenario provided by evaluator
- B. Pressurization
 - 1. This section left blank



Examiner's Plan of Action Commercial Pilot ASEL

E. Accelerated Stalls

1. RM
 - a. Failure to recognize stall indications
 - b. Improper recovery procedure
 - c. Factors affecting stalling speed
 - d. Secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls
2. Skills and knowledge
 - a. Maneuver parameters
 - i. Clears the area
 - ii. $\geq 3000'$
 - iii. Establish configuration as specified by the evaluator
 - iv. Sets power not to exceed V_A , V_{FE} , V_{LE} , or any other limitation
 - v. 45° AoB and pulls back to induce stall indications
 - vi. Acknowledge the cues and recover iaw POH
 - vii. Cleans up and climbs on schedule
 - viii. Accelerates to V_X , V_Y prior to retracting flaps
 - ix. Returns to HDG, ALT, AS as assigned by evaluator

END EVALUATION