



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# **Private Pilot for Airplane Category Airman Certification Standards**

**November 2023**

Flight Standards Service  
Washington, DC 20591

- PA.IV.A.S5 Position the flight controls for the existing wind, if applicable.
- PA.IV.A.S6 Clear the area, taxi into takeoff position, and align the airplane on the runway centerline (ASEL, AMEL) or takeoff path (ASES, AMES).
- PA.IV.A.S6a a. Retract the water rudders, as appropriate (ASES, AMES)
- PA.IV.A.S7 Advance the throttle smoothly to takeoff power and confirm proper engine and flight instrument indications prior to rotation.
- PA.IV.A.S7a a. Establish and maintain the most efficient planing/lift-off attitude, and correct for porpoising or skipping (ASES, AMES)
- PA.IV.A.S8 Avoid excessive water spray on the propeller(s) (ASES, AMES).
- PA.IV.A.S9 Rotate and lift off at the recommended airspeed and accelerate to  $V_{\gamma}$ .
- PA.IV.A.S10 [Archived]
- PA.IV.A.S11 Establish a pitch attitude to maintain the manufacturer's recommended speed or  $V_{\gamma} +10/-5$  knots.
- PA.IV.A.S12 Configure the airplane in accordance with manufacturer's guidance.
- PA.IV.A.S13 Maintain  $V_{\gamma} +10/-5$  knots to a safe maneuvering altitude.
- PA.IV.A.S14 Maintain directional control and proper wind-drift correction throughout takeoff and climb.
- PA.IV.A.S15 Comply with noise abatement procedures, as applicable.

### Task B. Normal Approach and Landing

**References:** AIM; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25; POH/AFM

**Objective:** To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with normal approach and landing with emphasis on proper use and coordination of flight controls.

**Note:** *If a crosswind condition does not exist, the applicant's knowledge of crosswind elements must be evaluated through oral testing.*

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**Knowledge:** The applicant demonstrates understanding of:

- PA.IV.B.K1 A stabilized approach, including energy management concepts.
- PA.IV.B.K2 Effects of atmospheric conditions, including wind, on approach and landing performance.
- PA.IV.B.K3 Wind correction techniques on approach and landing.

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#### Risk

**Management:** The applicant is able to identify, assess, and mitigate risk associated with:

- PA.IV.B.R1 Selection of runway/landing surface, approach path, and touchdown area based on pilot capability, aircraft performance and limitations, available distance, and wind.
- PA.IV.B.R2 Effects of:
  - PA.IV.B.R2a a. Crosswind
  - PA.IV.B.R2b b. Windshear
  - PA.IV.B.R2c c. Tailwind
  - PA.IV.B.R2d d. Wake turbulence

- PA.IV.B.R2e e. Landing surface/condition
- PA.IV.B.R3 Planning for:
  - PA.IV.B.R3a a. Rejected landing and go-around
  - PA.IV.B.R3b b. Land and hold short operations (LAHSO)
- PA.IV.B.R4 Collision hazards.
- PA.IV.B.R5 Low altitude maneuvering, including stall, spin, or controlled flight into terrain (CFIT).
- PA.IV.B.R6 Distractions, task prioritization, loss of situational awareness, or disorientation.

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**Skills:** The applicant exhibits the skill to:

- PA.IV.B.S1 Complete the appropriate checklist(s).
- PA.IV.B.S2 Make radio calls as appropriate.
- PA.IV.B.S3 Ensure the airplane is aligned with the correct/assigned runway or landing surface.
- PA.IV.B.S4 Scan the runway or landing surface and adjoining area for traffic and obstructions.
- PA.IV.B.S5 Select and aim for a suitable touchdown point considering the wind conditions, landing surface, and obstructions.
- PA.IV.B.S6 Establish the recommended approach and landing configuration, airspeed, and trim, and adjust pitch attitude and power as required to maintain a stabilized approach.
- PA.IV.B.S7 Maintain manufacturer's published approach airspeed or in its absence not more than 1.3 times the stalling speed or the minimum steady flight speed in the landing configuration ( $V_{SO}$ ), +10/-5 knots with gust factor applied.
- PA.IV.B.S8 Maintain directional control and appropriate crosswind correction throughout the approach and landing.
- PA.IV.B.S9 Make smooth, timely, and correct control application during round out and touchdown.
- PA.IV.B.S10 Touch down at a proper pitch attitude, within 400 feet beyond or on the specified point, with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
- PA.IV.B.S11 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.
- PA.IV.B.S12 Use runway incursion avoidance procedures, if applicable.

### **Task C. Soft-Field Takeoff and Climb (ASEL)**

**References:** AIM; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-25; POH/AFM

**Objective:** To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with soft-field takeoff, climb operations, and rejected takeoff procedures.

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**Knowledge:** The applicant demonstrates understanding of:

- PA.IV.C.K1 Effects of atmospheric conditions, including wind, on takeoff and climb performance.
- PA.IV.C.K2 Best angle of climb speed ( $V_X$ ) and best rate of climb speed ( $V_Y$ ).
- PA.IV.C.K3 Appropriate airplane configuration.