

- **What is the ACS?**

The ACS is an enhanced version of the Practical Test Standards (PTS). It adds task-specific knowledge and risk management elements to each PTS Area of Operation and Task. The result is a comprehensive presentation that integrates the standards for what an applicant needs to know, consider, and do in order to pass both the knowledge test and the practical test for a certificate or rating.

Explanation of how the POA is required to use the ACS (8000.95)

- **Open My Website (www.rickdangelo.com) – Private Pilot ACS and “Pilot Examiner Questions”**

- Private Pilot ACS (open from my web site) Explain the structure of ACS

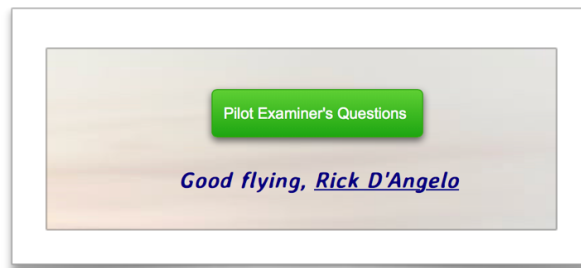
Airman Certification Standards Concept

The goal of the airman certification process is to ensure the applicant possesses the knowledge, ability to manage risks, and skill consistent with the privileges of the certificate or rating being exercised, in order to act as pilot-in-command (PIC).

The evaluator must develop a Plan of Action (POA), written in English, to conduct the practical test, and it must include all of the required Areas of Operation and Tasks. The POA must include a scenario that evaluates as many of the required areas of Operation and Tasks as possible.

- Direct to my Private XC Scenario page.

<http://www.rickdangelo.com/private-xc-scenario.html>



- Discuss the POA questions IAW the ACS using the “Pilot Examiner Questions” as a sample

The Pilot Examiner's Questions

It would be great if you knew ahead of time what questions the examiner was going to ask you on your pilot check ride. Imagine being able to study the questions and have all the right answers before you show up to meet the examiner. You should be able *to fly* (pun intended) through the oral.

Here's a couple pointers that might help prepare you for the ground portion of your test; the dreaded oral. Of course, you know EVERYTHING is going to come from the Airman Certification Standards (ACS).

First, I've attached a copy of Area of Operations (AOO) I, Preflight Preparation, Pilot Qualifications, from the Private Pilot ACS as an example.

Look over the sample and you'll see there are three main sections; Knowledge, Risk Management, and Skills.

I. Preflight Preparation

Task	A. Pilot Qualifications
References	14 CFR parts 61, 68, 91; FAA-H-8083-2, FAA-H-8083-25
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with airman and medical certificates including privileges, limitations, currency, and operating as pilot-in-command (PIC) as a private pilot.
Knowledge	The applicant demonstrates understanding of:
PA.I.A.K1	Certification requirements, currency, and record keeping.
PA.I.A.K2	Privileges and limitations.
PA.I.A.K3	Medical certificates: class, expiration, privileges, temporary disqualifications.
PA.I.A.K4	Documents required to exercise private pilot privileges.
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
PA.I.A.R1	Failure to distinguish proficiency versus currency.
PA.I.A.R2	Failure to set personal minimums.
PA.I.A.R3	Failure to ensure fitness for flight.
PA.I.A.R4	Flying unfamiliar aircraft, or operating with unfamiliar flight display systems, and avionics.
Skills	The applicant demonstrates the ability to:
PA.I.A.S1	Apply requirements to act as PIC under Visual Flight Rules (VFR) in a scenario given by the evaluator.

Now, assume we are starting the ground portion of your check ride, (*otherwise known as the oral*) – here's the first scenario...

...*"You got your private pilot certificate 18 months ago and you haven't flown much at all; now a friend wants you to take them flying – what must you do to be current and take your friend flying?"*

Where did that question come from?

Look at PA.I.A.K1. – PUT the word **WHAT** in front of it and you’ve just about got the question. If you’re up on the currency requirements then you’ve already got the answer.

Want to know where the correct answer is? Look at the References section of the AOO. Most of the Knowledge questions are from Pilot’s HB of Aeronautical Knowledge. Most of the Skill section comes from the Airplane Flying HB.

Go through each Knowledge item and make a question out of it. Make sure you’re comfortable with the answer. That’s how the questions are built.

When it comes to the Risk Management section the scenario will be built the exact same way as the Knowledge section. For example, “*explain the difference between Proficiency and Currency*”. Look at the first item in the Risk Management section; if you can explain that, you’ve got it.

The Skills section explains how you should be able to apply the Knowledge and Risk Management you’ve just displayed. During the Flight portion of your test the Skills section, in each AOO, describes exactly how you must perform all the maneuvers and what the standards are for each one. Make certain before you take your check ride you can meet those standards.

Here’s a side note. If you look at the whole ACS closely you’ll see the oral portion of your test vaguely follows the outline of;

P A V E

P = Pilot. We’re going to talk about the pilot qualifications, currency, regulations, etc.

A= Aircraft. This leads to a discussion of airworthiness, maintenance, weight and balance, etc.

enV= enVironment. This is your cross-country, regulations, airspace, weather, etc.

E= External forces. Think of the pressures of life, the aeromedical factors like Hypoxia and Hyperventilation, etc.

Look at the ACS table of contents for the first AOO; there’s the P A V E.

“Now, Let’s Talk”

Questions/ related discussion

3. Closing

Remember how you inspire your students - *Good Flying*

Rick D’Angelo - First Flying Lesson - April 19, 1958

