

FAA-S-ACS-6 June 2016 Private Pilot Airplane

Airman Certification Standards

Cessna 172: mixture rich, carb heat out if below the green arc.

<u>Task</u>	<u>ACS</u>	<u>Settings</u>
Traffic Pattern	<ol style="list-style-type: none"> 1. Altitude: +/-100ft 2. Airspeed: +/- 10kts 3. Wind Correction for correct ground track 	2100-2200 rpm
Normal Takeoff	<ol style="list-style-type: none"> 1. Maintains centerline 2. Rotates at Vr 3. Climbs at Vy +10/-5kts 4. Used correct wind correction. 	<ol style="list-style-type: none"> 1. Flaps zero 2. Vr = 60kts 3. Vy = 75kts
Normal Approach/Landing	<ol style="list-style-type: none"> 1. Stabilized approach at not more than 1.3Vso 2. Adds Gust factor 3. Touches down during stall. 4. At Touchdown point -0/+400ft 5. With mains on each side of centerline (no drift) 	On Final: <ol style="list-style-type: none"> 1. Flaps 30 degs 2. 60-65kts 3. Maintain centerline
Soft Field Takeoff	<ol style="list-style-type: none"> 1. Lift off at lowest safe airspeed (read this as bottom of green arc) 2. Stay in Ground effect until Vx 3. Climb at Vx +10/-5kts 4. After obstacle, climb at Vy +10/-5kts. 5. Maintain runway centerline throughout ground roll and climb 	<ol style="list-style-type: none"> 1. Flaps 10deg 2. Keep pressure off nosewheel 3. Rotate 50kts 4. Vx =60-65ts 5. Flaps up clear of obstacle 6. Vy = 70-75kts
Soft Field Approach/Landing	<ol style="list-style-type: none"> 1. Stabilized approach at not more than 1.3Vso 2. Adds Gust factor 3. Keeps nose wheel off the surface until elevator loses effectiveness 4. Keeps elevator full up until exits the soft area 5. Maintains centerline between the mains at all times 	<ol style="list-style-type: none"> 1. Final 60-65kts 2. 20deg flaps 3. Use flatter approach 4. Land with 1200rpm 5. Keep nosewheel up 6. Power idle 7. Nosewheel up until exit runway

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Short Field Takeoff/Max Perf Climb	<ol style="list-style-type: none"> 1. Rotates at Vr 2. Climbs at Vx +10/-5kts 3. After obstacle cleared, retracts Flaps. 4. Climbs at Vy +10/-5kts 5. Maintains centerline during ground roll and climb 	<ol style="list-style-type: none"> 1. Flaps Zero 2. Full brakes and power 3. Release brakes 4. Vr = 50-55kts 5. Vx = 60-65kts 6. Vy = 70-75kts
Short Field Approach/Landing	<ol style="list-style-type: none"> 1. Stabilized approach at not more than 1.3Vso 2. Adds Gust factor 3. Touches down at -0ft/+200ft of point selected. Landing short is a guaranteed failure 4. Maintain centerline throughout 5. Applies brakes firmly but without any tire slippage. 	<ol style="list-style-type: none"> 1. Final: 55kts 2. Flaps 40deg
Forward Slip to Landing	<ol style="list-style-type: none"> 1. Applies proper forward slip techniques (wind low into wind, opposite rudder) 2. Touches down -0/+400ft of touchdown point selected 	<ol style="list-style-type: none"> 1. Wing down into the wind 2. Opposite Rudder
Go Around/Rejected Landing	<ol style="list-style-type: none"> 1. Makes a timely decision 2. Establishes Vx or Vy +10/-5kts 3. Retracts flaps as appropriate 4. Establishes Vy +10/-5kts 5. Maintains Centerline throughout 	<ol style="list-style-type: none"> 1. Add full power 2. Increase airspeed 3. Flaps up slowly 4. Vy = 70-75kts
Steep Turns (360deg turn at 45deg bank)	<ol style="list-style-type: none"> 1. Altitude: +/-100ft 2. Bank Angle: +/-5deg 3. Rollout +/-10deg 4. Airspeed +/-10kts 	<ol style="list-style-type: none"> 1. 2100-2200RPM 2. 45deg bank 3. Adjust trim 4. Add 200rpm 5. Decrease 200rpm on rollout. 6. Adjust trim
S Turns (at 600 to 1000ft AGL)	<ol style="list-style-type: none"> 1. Altitude: +/-100ft 2. Airspeed: +/-10kts 3. Maintains coordinated flight 	<ol style="list-style-type: none"> 1. 2000ft MSL 2. 2200rpm 3. Radius 1/2mile 4. Equal semicircles
Turns Around a Point (600 to 1000ft AGL)	<ol style="list-style-type: none"> 1. Altitude: +/-100ft 2. Airspeed: +/-10kts 3. Maintains coordinated flight 	<ol style="list-style-type: none"> 1. 2000ft MSL 2. 2200rpm 3. Radius 1/2mile

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Pilotage (plan can be paper or electronic)	<ol style="list-style-type: none"> 1. +/-3miles from centerline of planned route 2. Altitude: +/-200ft 3. Heading: +/-15deg 4. Arrives at checkpoint within 5mins of estimated. 	<ol style="list-style-type: none"> 1. Make checkpoints no more than a total of 15miles from start
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Radio/Electronic Navigation	<ol style="list-style-type: none"> 1. Altitude +/-200ft 2. Heading +/-15deg 3. Must use Radio and Electronic navigation to track a course and obtain location 	<ol style="list-style-type: none"> 1. Tune VOR 2. Center needle TO 3. Turn to heading 4. Keep needle centered
Diversion	<ol style="list-style-type: none"> 1. Altitude: +/-200ft 2. Heading: +/-15deg 3. Appropriate diversion to an airport 4. Calculates: Time, Heading, Groundspeed, Arrival time, and fuel consumption 	
Lost Procedures	<ol style="list-style-type: none"> 1. Uses the 5 C's to determine course of action 	<ol style="list-style-type: none"> 1. Confess 2. Climb 3. Communicate 4. Conserve 5. Comply
Slow Flight	<ol style="list-style-type: none"> 1. >1500ft AGL Throughout 2. Airspeed 5 to 10kts above stall speed. 3. Altitude: +/-100ft 4. Heading: +/-10deg 5. Airspeed: +10/-0kts 6. Bank angle: +/-10degs from specified 	<ol style="list-style-type: none"> 1. 1500rpm 2. Flaps 20deg 3. Adjust power to maintain altitude 4. Airspeed 5kts above stall horn
Power Off Stall	<ol style="list-style-type: none"> 1. >1500ft AGL throughout 2. Established a stabilized descent 3. Heading: +/-10deg 4. Bank: 20deg +/-10deg 5. Recover after a full stall 6. Recovers appropriately 7. Returns to altitude, heading and airspeed specified by examiner 	<ol style="list-style-type: none"> 1. 1500rpm 2. Flaps 30deg 3. 60kts 4. 500ft/min descent 5. Throttle idle 6. Full stall 7. Power, Pitch, Cleanup, carb heat

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Power On Stalls	<ol style="list-style-type: none"> 1. >1500ft AGL throughout 2. Establish takeoff, departure or cruise config as specified by examiner 3. Set power now less than 65% BHP 4. Heading: +/-10deg 5. Bank Angle: +/-10deg 6. Recover at full stall 7. Vx then Cleanup 8. Return to Altitude, Heading and Airspeed specified by examiner 	<ol style="list-style-type: none"> 1. Flaps zero 2. RPM 1500rpm 3. Airspeed 65kts 4. RPM 2100rpm 5. Pitch up for full stall 6. Power pitch cleanup
Spin Awareness	<ol style="list-style-type: none"> 1. Assess situations where spins may occur 2. Explain spin recovery procedure 	
Basic Instrument (constant airspeed climbs, descents, turns, ATC communications)	<ol style="list-style-type: none"> 1. Altitude: +/-200ft 2. Heading: +/-20deg 3. Airspeed: +/-10kts 	<ol style="list-style-type: none"> 1. Straight&Level 2. Climb 500ft/min 3. Descend 500ft/min 4. Turns
Unusual Flight Attitudes	<ol style="list-style-type: none"> 1. Altitude: +/-200ft 2. Heading: +/-20deg 3. Airspeed: +/-10kts 	
Emergency Descent	<ol style="list-style-type: none"> 1. Selects appropriate configuration for the descent. 2. Completes appropriate checklist 	<ol style="list-style-type: none"> 1. Throttle Idle 2. Flaps zero 3. Pitch for bottom of yellow arc
Simulated engine loss approach and landing	<ol style="list-style-type: none"> 1. ABC (Airspeed, Best place to land, Checklist) 2. Airspeed: +/-10kts 3. Prepare for landing 	<ol style="list-style-type: none"> 1. Airspeed 65kts 2. Best place to land within 15 sec's 3. Checklist 4. Verify best place to land 5. Recover above 500ftAGL
Systems Malfunctions (at least three of the items listed) <ol style="list-style-type: none"> 1. Door opening in flight 2. Icing 3. Smoke/fire/engine compartment 4. Glass Cockpit 	<ol style="list-style-type: none"> 5. Power loss 6. Engine Roughness 7. Carb/Induction Icing 8. Loss of Oil Pressure 9. Fuel Starvation 10. Electrical 11. Vacuum Pressure 12. Pitot/Static 13. Flap/Landing Gear 14. Inop Trim 	<p>Per Checklist</p>

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