



U.S. Department of Transportation
Federal Aviation Administration

FAA-S-ACS-6B
Effective June 2018
With Change 1

Airman Certification Standards

Private Pilot **Airplane**

Flight Standards Service
Washington, DC 20591

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FAA-S-ACS-6B
(with Change 1)

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of Transportation

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Acknowledgments

The U.S. Department of Transportation, Federal Aviation Administration (FAA), Office of Safety Standards, Regulatory Support Division, Airman Testing Branch, P.O. Box 25082, Oklahoma City, OK 73125 developed this Airman Certification Standards (ACS) document with the assistance of the aviation community. The FAA gratefully acknowledges the valuable support from the many individuals and organizations who contributed their time and expertise to assist in this endeavor.

Availability

This ACS is available for download from www.faa.gov. Please send comments regarding this document to afs630comments@faa.gov.

Material in FAA-S-ACS-6B will be effective June 11, 2018. All previous editions of the Private Pilot – Airplane Airman Certification Standards will be obsolete as of this date for airplane applicants.

Foreword

The Federal Aviation Administration (FAA) has published the Private Pilot – Airplane Airman Certification Standards (ACS) document to communicate the aeronautical knowledge, risk management, and flight proficiency standards for the private pilot certification in the airplane category, single-engine land and sea; and multiengine land and sea classes. This ACS incorporates and supersedes FAA-S-ACS-6A, Private Pilot – Airplane Airman Certification Standards, Change 1.

The FAA views the ACS as the foundation of its transition to a more integrated and systematic approach to airman certification. The ACS is part of the safety management system (SMS) framework that the FAA uses to mitigate risks associated with airman certification training and testing. Specifically, the ACS, associated guidance, and test question components of the airman certification system are constructed around the four functional components of an SMS:

- Safety Policy that defines and describes aeronautical knowledge, flight proficiency, and risk management as integrated components of the airman certification system;
- Safety Risk Management processes through which both internal and external stakeholders identify changes in regulations, safety recommendations, or other factors. These changes are then evaluated to determine whether they require modification of airman testing and training materials;
- Safety Assurance processes to ensure the prompt and appropriate incorporation of changes arising from new regulations and safety recommendations; and
- Safety Promotion in the form of ongoing engagement with both external stakeholders (e.g., the aviation training industry) and FAA policy divisions.

The FAA has developed this ACS and its associated guidance in collaboration with a diverse group of aviation training experts. The goal is to drive a systematic approach to all components of the airman certification system, including knowledge test question development and conduct of the practical test. The FAA acknowledges and appreciates the many hours that these aviation experts have contributed toward this goal. This level of collaboration, a hallmark of a robust safety culture, strengthens and enhances aviation safety at every level of the airman certification system.

John S. Duncan
Executive Director, Flight Standards Service

Revision History

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FAA-S-8081-14B	Private Pilot Practical Test Standards for Airplane, (Changes 1–6)	November 2011
FAA-S-ACS-6	Private Pilot – Airplane Airman Certification Standards	June 1, 2016
FAA-S-ACS-6	Private Pilot – Airplane Airman Certification Standards (Change 1)	June 15, 2016
FAA-S-ACS-6A	Private Pilot – Airplane Airman Certification Standards (Change 1)	June 12, 2017
FAA-S-ACS-6B	Private Pilot – Airplane Airman Certification Standards	June 11, 2018
FAA-S-ACS-6B	Private Pilot – Airplane Airman Certification Standards (with Change 1)	June 6, 2019

Record of Changes

Change 1 (June 6, 2019)

- Revised the following sections of the Introduction:
 - Airman Certification Standards Concept (page 1)
 - Using the ACS (pages 2 and 3)
- Added FAA-H-8083-25 to list of References for Area of Operation VII, Task A. Maneuvering During Slow Flight (page 50).
- Revised Task elements corresponding to the following ACS codes to make their wording consistent with the other ACSs, as applicable:

PA.I.A.K1	PA.IV.B.S8	PA.IV.J.S6	PA.VII.D.R6
PA.I.C.K1	PA.IV.C.R4	PA.IV.K.R4	PA.VIII.A.R4
PA.I.C.K2	PA.IV.C.R6	PA.IV.K.R6	PA.VIII.B.R4
PA.I.C.K3j	PA.IV.C.S5	PA.IV.K.S5	PA.VIII.B.S2
PA.I.C.K3l	PA.IV.D.R4	PA.IV.K.S6	PA.VIII.C.R4
PA.I.C.S1	PA.IV.D.R6	PA.IV.K.S9	PA.VIII.C.S2
PA.I.C.S2	PA.IV.D.S5	PA.IV.L.R4	PA.VIII.D.R4
PA.I.C.S3	PA.IV.D.S7	PA.IV.L.R6	PA.VIII.D.S1
PA.I.E.S1	PA.IV.D.S8	PA.IV.L.S5	PA.VIII.E.R4
PA.I.E.S3	PA.IV.E.R4	PA.IV.L.S8	PA.VIII.E.R7
PA.I.F.S2	PA.IV.E.R6	PA.IV.M.R2e	PA.IX.A.K1
PA.I.G.K1	PA.IV.E.S5	PA.IV.M.R3	PA.IX.A.R4
PA.I.G.S1	PA.IV.E.S11	PA.IV.M.R3a	PA.IX.A.S3
PA.I.H.K1	PA.IV.F.R4	PA.IV.M.R3b	PA.IX.B.R6
PA.I.H.K1a	PA.IV.F.R6	PA.IV.M.R4	PA.IX.C.R2
PA.I.H.K1f	PA.IV.F.S5	PA.IV.M.R6	PA.IX.E.R3
PA.I.H.R3	PA.IV.F.S7	PA.IV.N.R5	PA.IX.F.R5
PA.I.H.S1	PA.IV.F.S8	PA.IV.N.R7	PA.IX.G.K4
PA.I.I.K1	PA.IV.G.R4	PA.V.A.R2	PA.IX.G.R5
PA.II.B.S3	PA.IV.G.R6	PA.V.A.R4	PA.IX.G.S1
PA.II.D.K1	PA.IV.G.S5	PA.V.A.S2	PA.IX.G.S2
PA.II.D.S3	PA.IV.G.S9	PA.V.B.R4	PA.IX.G.S9
PA.II.E.K6b	PA.IV.G.S12	PA.VI.A.R2	PA.X.A.S7
PA.II.E.S6	PA.IV.H.R4	PA.VI.A.S4	PA.X.B.R3
PA.II.F.R4	PA.IV.H.R6	PA.VI.B.R2	PA.X.B.S6
PA.II.F.S3	PA.IV.H.S5	PA.VI.C.K2	PA.X.C.R4
PA.III.B.R2	PA.IV.H.S7	PA.VI.C.R2	PA.X.C.S11
PA.III.B.R3	PA.IV.H.S8	PA.VI.C.R4	PA.X.D.R2
PA.III.B.S1	PA.IV.I.K1	PA.VI.C.S1	PA.X.D.R3
PA.IV.A.R4	PA.IV.I.R4	PA.VI.C.S5	PA.X.D.R4
PA.IV.A.S8	PA.IV.I.R6	PA.VI.D.R2	PA.X.D.R5
PA.IV.B Objective	PA.IV.I.S7	PA.VI.D.S4	PA.X.D.R6
PA.IV.B.R1	PA.IV.I.S10	PA.VII.A.R6	PA.X.D.S1
PA.IV.B.R4	PA.IV.J.R4	PA.VII.B.R8	PA.X.D.S2
PA.IV.B.R6	PA.IV.J.R6	PA.VII.C.R8	PA.XI.A.R2
PA.IV.B.S5	PA.IV.J.S4	PA.VII.C.S4	PA.XII.A.S1

- Revised the “Knowledge Test Requirements” section of Appendix 1: The Knowledge Test Eligibility, Prerequisites, and Testing Centers (page A-2).
- Revised the “FAA Knowledge Test Question Coding” section of Appendix 3: Airman Knowledge Test Report (page A-6).

- Revised the following sections of Appendix 5: Practical Test Roles, Responsibilities, and Outcomes:
 - Evaluator Responsibilities (page A-9)
 - Possible Outcomes of the Test (page A-10)
 - Satisfactory Performance (page A-10)
 - Testing after Discontinuance or Unsatisfactory Performance (page A-11)
 - Addition of an Airplane Single-Engine Land Rating to an existing Private Pilot Certificate (page A-13)
 - Addition of an Airplane Single-Engine Sea Rating to an existing Private Pilot Certificate (page A-14)
 - Addition of an Airplane Multiengine Land Rating to an existing Private Pilot Certificate (page A-15)
 - Addition of an Airplane Multiengine Sea Rating to an existing Private Pilot Certificate (page A-16)
- Revised the “Multiengine Considerations” section of Appendix 6: Safety of Flight (page A-19).
- Revised the “Equipment Requirements & Limitations” section of Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations (page A-21).
- Revised Appendix 10: Abbreviations and Acronyms (pages A-29 and A-30).

Major Enhancements to Version FAA-S-ACS-6B

- Revised Introduction and appendices to account for FAA reorganization.
- Replaced numerous prescriptive references to airplane configuration with more general references.
- Revised numerous Tasks in all Areas of Operation to include more consistent element descriptions.
- Added language to account for Part 68 BasicMed.
- Included SFRA and SATR, if applicable, in Area of Operation I, Task E.
- Distinguished different types of hypoxia in Area of Operation I, Task H.
- Broadened scope of engine starting conditions knowledge element in Area of Operation II, Task C.
- Revised Area of Operation III, Task A to include runway lighting systems.
- Revised Area of Operation IV, Task A to require touch down at proper pitch attitude.
- Restored distance tolerance in Area of Operation IV, Task B.
- Added airspeed tolerance to Area of Operation IX, Task A.
- Revised Area of Operation X, Tasks C and D to match the Instrument Rating Airman Certification Standards.
- Correlated knowledge elements of multiengine airplane engine inoperative flight to zero sideslip.
- Revised language regarding reduction of drag with one engine inoperative in terms of the manufacturer's recommendation or appropriate use of flight controls.
- Added CFIT to low altitude maneuvering risk elements.
- Added a reference to Task Objectives and enhanced *Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations*, regarding flight solely by reference to instruments.
- Updated the following Appendices:
 - Appendix 1: The Knowledge Test Eligibility, Prerequisites, and Testing Centers
 - Appendix 5: Practical Test Roles, Responsibilities, and Outcomes
 - Appendix 6: Safety of Flight
 - Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations
 - Appendix 9: References
 - Appendix 10: Abbreviations and Acronyms

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Introduction

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).

In fulfilling its responsibilities for the airman certification process, the Federal Aviation Administration (FAA) Flight Standards Service (AFS) plans, develops, and maintains materials related to airman certification training and testing. These materials include several components. The FAA knowledge test measures mastery of the aeronautical knowledge areas listed in Title 14 of the Code of Federal Regulations (14 CFR) part 61. Other materials, such as handbooks in the FAA-H-8083 series, provide guidance to applicants on aeronautical knowledge, risk management, and flight proficiency.

Safe operations in today's National Airspace System (NAS) require integration of aeronautical knowledge, risk management, and flight proficiency standards. To accomplish these goals, the FAA drew upon the expertise of organizations and individuals across the aviation and training community to develop the Airman Certification Standards (ACS). The ACS integrates the elements of knowledge, risk management, and skill listed in 14 CFR part 61 for each airman certificate or rating. It thus forms a more comprehensive standard for what an applicant must know, consider, and do for the safe conduct and successful completion of each Task to be tested on both the qualifying FAA knowledge test and the oral and flight portions of the practical test.

During the ground and flight portion of the practical test, the FAA expects evaluators to assess the applicant's mastery of the topic in accordance with the level of learning most appropriate for the specified Task. The oral questioning will continue throughout the entire practical test. For some topics, the evaluator will ask the applicant to describe or explain. For other items, the evaluator will assess the applicant's understanding by providing a scenario that requires the applicant to appropriately apply and/or correlate knowledge, experience, and information to the circumstances of the given scenario. The flight portion of the practical test requires the applicant to demonstrate knowledge, risk management, flight proficiency, and operational skill in accordance with the ACS.

Note: *As used in the ACS, an evaluator is any person authorized to conduct airman testing (e.g., an FAA Aviation Safety Inspector (ASI), Designated Pilot Examiner (DPE), or other individual authorized to conduct test for a certificate or rating).*

Using the ACS

The ACS consists of **Areas of Operation** arranged in a logical sequence, beginning with Preflight Preparation and ending with Postflight Procedures. Each Area of Operation includes **Tasks** appropriate to that Area of Operation. Each Task begins with an **Objective** stating what the applicant should know, consider, and/or do. The ACS then lists the aeronautical knowledge, risk management, and skill elements relevant to the specific Task, along with the conditions and standards for acceptable performance. The ACS uses **Notes** to emphasize special considerations. The ACS uses the terms "will" and "must" to convey directive (mandatory) information. The term "may" denotes items that are recommended but not required. The **References** for each Task indicate the source material for Task elements. For example, in Tasks such as "Weather products required for preflight planning, current and forecast weather for departure, en route, and arrival phases of flight." (PA.I.C.K2), the applicant should be prepared for questions on any weather product presented in the references for that Task.

Change 1 (6/6/2019)

The abbreviation(s) within parentheses immediately following a Task refer to the category and/or class airplane appropriate to that Task. The meaning of each abbreviation is as follows:

ASEL: Airplane – Single-Engine Land

ASES: Airplane – Single-Engine Sea

AMEL: Airplane – Multiengine Land

AMES: Airplane – Multiengine Sea

Note: *When administering a test, the Tasks appropriate to the class airplane (ASEL, ASES, AMEL, or AMES) used for the test must be included in the plan of action. The absence of a class indicates the Task is for all classes.*

Each Task in the ACS is coded according to a scheme that includes four elements. For example:

PA.XI.A.K1:

PA = Applicable ACS (Private Pilot — Airplane)

XI = Area of Operation (Night Operations)

A = Task (Night Preparation)

K1 = Task element Knowledge 1 (Physiological aspects of vision related to night flying.)

Knowledge test questions correspond to the ACS codes, which will ultimately replace the system of Learning Statement Codes (LSC). After this transition occurs, the Airman Knowledge Test Report (AKTR) will list an ACS code that correlates to a specific Task element for a given Area of Operation and Task. Remedial instruction and re-testing will be specific, targeted, and based on specified learning criteria. Similarly, a Notice of Disapproval for the practical test will use the ACS codes to identify the deficient Task elements. Applicants and evaluators should interpret the AKTR codes using the ACS revision in effect on the date of the knowledge test.

However, for knowledge tests taken before this system comes on line, only the LSC code (e.g., “PLT058”) will be displayed on the AKTR. The LSC codes link to references and broad subject areas. By contrast, each ACS code represents a unique Task element in the ACS. Because of this fundamental difference, there is no one-to-one correlation between Learning Statement (PLT) codes and ACS codes.

Because all active knowledge test questions for the Private Pilot Airplane (PAR) Knowledge Test now align with the corresponding ACS, evaluators can use LSC codes in conjunction with this ACS for targeting retesting of missed knowledge subject areas. The evaluator should look up the LSC code(s) on the applicant’s AKTR in the Learning Statement Reference Guide available using the following link: www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf. After noting the subject area(s), the evaluator can use the corresponding Area(s) of Operation/Task(s) in the ACS to narrow the scope of material for retesting, and to evaluate the applicant’s understanding of that material in the context of the appropriate ACS Area(s) of Operation and Task(s).

Applicants for a combined Private Pilot Certificate with Instrument Rating, in accordance with 14 CFR part 61, section 61.65 (a) and (g), must pass all areas designated in the Private Pilot – Airplane ACS and the Instrument Rating – Airplane ACS. Evaluators need not duplicate Tasks. For example, only one preflight demonstration would be required; however, the Preflight Task from the Instrument Rating – Airplane ACS would be more extensive than the Preflight Task from the Private Pilot – Airplane ACS to ensure readiness for Instrument Flight Rules (IFR) flight.

A combined certificate and rating evaluation should be treated as one practical test, requiring only one application and resulting in only one temporary certificate, disapproval notice, or letter of discontinuance, as applicable. Failure of any Task will result in a failure of the entire test and application. Therefore, even if the deficient maneuver was instrument related and the performance of all visual flight rules (VFR) Tasks was determined to be satisfactory, the applicant will receive a notice of disapproval.

The applicant must pass the Private Pilot Airplane (PAR) Knowledge Test before taking the private pilot practical test. The practical test is conducted in accordance with the ACS and FAA regulations that are current as of the date of the test. Further, the applicant must pass the ground portion of the practical test before beginning the flight portion.

The ground portion of the practical test allows the evaluator to determine whether the applicant is sufficiently prepared to advance to the flight portion of the practical test. The oral questioning will continue throughout the entire practical test.

Evaluators conduct the practical test in accordance with the current ACS and FAA regulations, and the FAA encourages applicants and instructors to use the ACS when preparing for knowledge tests and practical tests. The FAA will revise the ACS as circumstances require. However, if an applicant is entitled to credit for Areas of Operation previously passed as indicated on a Notice of Disapproval or Letter of Discontinuance, evaluators should continue using the ACS effective on the test cycle start date.

I. Preflight Preparation

Task A. Pilot Qualifications	
References	14 CFR parts 61, 68, 91; FAA-H-8083-2, FAA-H-8083-25; AC 68-1
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:
<i>PA.I.A.K1</i>	1. Certification requirements, recent flight experience, and recordkeeping.
<i>PA.I.A.K2</i>	2. Privileges and limitations.
<i>PA.I.A.K3</i>	3. Medical certificates: class, expiration, privileges, temporary disqualifications.
<i>PA.I.A.K4</i>	4. Documents required to exercise private pilot privileges.
<i>PA.I.A.K5</i>	5. Part 68 BasicMed privileges and limitations.
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
<i>PA.I.A.R1</i>	1. Failure to distinguish proficiency versus currency.
<i>PA.I.A.R2</i>	2. Flying unfamiliar airplanes, or operating with unfamiliar flight display systems, and avionics.
Skills	The applicant demonstrates the ability to:
<i>PA.I.A.S1</i>	1. Apply requirements to act as PIC under Visual Flight Rules (VFR) in a scenario given by the evaluator.

Task B. Airworthiness Requirements

References	14 CFR parts 39, 43, 91; FAA-H-8083-2, FAA-H-8083-25
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with airworthiness requirements, including airplane certificates.
Knowledge	The applicant demonstrates understanding of:
<i>PA.I.B.K1</i>	1. General airworthiness requirements and compliance for airplanes, including:
<i>PA.I.B.K1a</i>	a. Certificate location and expiration dates
<i>PA.I.B.K1b</i>	b. Required inspections and airplane logbook documentation
<i>PA.I.B.K1c</i>	c. Airworthiness Directives and Special Airworthiness Information Bulletins
<i>PA.I.B.K1d</i>	d. Purpose and procedure for obtaining a special flight permit
<i>PA.I.B.K2</i>	2. Pilot-performed preventive maintenance.
<i>PA.I.B.K3</i>	3. Equipment requirements for day and night VFR flight, to include:
<i>PA.I.B.K3a</i>	a. Flying with inoperative equipment
<i>PA.I.B.K3b</i>	b. Using an approved Minimum Equipment List (MEL)
<i>PA.I.B.K3c</i>	c. Kinds of Operation Equipment List (KOEL)
<i>PA.I.B.K3d</i>	d. Required discrepancy records or placards
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
<i>PA.I.B.R1</i>	1. Inoperative equipment discovered prior to flight.
Skills	The applicant demonstrates the ability to:
<i>PA.I.B.S1</i>	1. Locate and describe airplane airworthiness and registration information.
<i>PA.I.B.S2</i>	2. Determine the airplane is airworthy in a scenario given by the evaluator.
<i>PA.I.B.S3</i>	3. Apply appropriate procedures for operating with inoperative equipment in a scenario given by the evaluator.

This Federal Aviation Administration (FAA) Private Pilot – Airplane Airman Certification Standards (ACS) document provides the aeronautical knowledge, risk management, and flight proficiency standards for private pilot certification in the airplane category, single-engine land and sea, and multi-engine land and sea classes (ASEL, ASES, AMEL, AMES). This ACS incorporates and supersedes the Practical Test Standards (PTS) FAA-S-8081-14 as well as the previous Airman Certification Standards FAA-S-ACS-6A.

The ACS is the guide for students, instructors, and evaluators to understand what applicants must know, do, and consider to pass their FAA Knowledge Exam and practical (checkride) and earn their pilot certificate or rating.

FAA Certification Standards available from ASA:

Airman Certification Standards

- **Instrument Rating** Airplane
- **Commercial Pilot** Airplane
- **Airline Transport Pilot** Airplane
- **Remote Pilot** Small Unmanned Aircraft Systems

Practical Test Standards

- **Sport Pilot** Airplane/Weight-Shift Control/Powered Parachute/Flight Instructor
- **Private Pilot Rotorcraft** Helicopter & Gyroplane
- **Instrument Rating** Helicopter & Powered Lift
- **Commercial Pilot & Flight Instructor** Helicopter
- **Airline Transport Pilot** Airplane & Dispatcher
- **Flight Instructor** Airplane Single-Engine Land & Sea
- **Flight Instructor** Airplane Multi-Engine Land & Sea
- **Flight Instructor Instrument** Airplane & Helicopter
- **Aviation Mechanic** General, Airframe, Powerplant

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