

# Sport Pilot Practical Test Standards (PTS) Change 1 Update Guide for Checkride by Paul Hamilton CFIS, DPE(SPE/SPIE)

The FAA made a significant update to the PTS on June 9, 2006, which applies to all sport pilot checkrides. This guide is designed to update your ASA printed copy of the PTS. The FAA will be updating the PTS again to "Change 2" again soon. This guide will be revised to account for the new changes as they become available. The specific **changes listed by the FAA are printed in red**, with my comments/explanation printed in black.

The FAA Change 1 updated complete copy can be downloaded from the FAA website at:  
[http://www.faa.gov/education\\_research/testing/airmen/test\\_standards/pilot/sport/](http://www.faa.gov/education_research/testing/airmen/test_standards/pilot/sport/)

This guide is designed for you to pencil in the changes to the printed ASA PTS document so you will have Change 1 until an updated printed copy of the PTS is available.

This document covers the PTS 8081-29 for Airplane, Gyroplane, Glider, and Flight Instructor, plus on page 2, the PTS 8081-31 for Weight-Shift Control, Powered Parachute, and Flight instructor.

## PTS for 8081-29 for Airplane, Gyroplane, Glider, and Flight Instructor

- 1. Deleted the additional category/class matrix page 1-xi; applicants for an additional category/class privileges must take a complete practical test.**  
This means any proficiency check such as private pilot airplane taking a sport pilot proficiency check, for example, for Sport Pilot Weight-Shift Control, Powered Parachute or Airplane Sea, will have to do a complete checkride, not just specific tasks which were previously listed in the matrix.
- 2. Added weather elements for inadvertent entry into IMC on pages 1-2 and 2-2.**  
Specific tasks added to the Preflight Preparation C Weather Information Task pages are:
  - 3. Describes the importance of avoiding adverse weather and inadvertent entry into instrument meteorological conditions (IMC).**
  - 4. Explains courses of action to safely exit from an inadvertent IMC encounter.**
- 3. Deleted the ATC light signal requirements from airport operations pages 1-10 and 2-9.**  
This is a typo that removes the **ATC light signals** from the title since the checkride requirements are for non towered airports which do not use light signals. Simply cross off **ATC-Light signals** from the titles.
- 4. Deleted all references to repositionable landing gear, multiple pages.**  
This is a typo from the first PTS, simply cross out any **repositionable landing gear** throughout the PTS.
- 5. Added the requirement for selecting a suitable emergency landing area to airplane ground reference maneuvers, page 1-24.**  
This is common sense plus a requirement of FAR 91.119(a), however, it was added as an additional requirement in the PTS. Specifically during the ground reference maneuver:
  - 2. Selects a suitable reference area (add) > "and emergency landing area".**
- 6. Deleted gyroplane short field takeoff and landing (formerly page 2-13) TASKs.**  
For gyroplane pilots simply delete short field takeoff and landing tasks
- 7. Added proficiency check materials to flight instructor characteristics and responsibilities page 4-15.**  
This removes the **"F.1.e.-Completion of pilot certification documentation"** and simply replaces it with the specific 8710-11 form required for proficiency checks. Cross out the old and insert **F.1.e. "Completion of FAA Form 8710-11"**.
- 8. Created category specific examiner/instructor checklists for the flight instructor with a sport pilot rating pages 4-xx to replace the flight instructor matrix.**  
There are no different tasks selected, but the FAA has eliminated the task tables at the end of the old PTS (pages 4-20 through 4-25) and replaced it with a specific checklist of the tasks generally in order that they would typically be performed during an instructor checkride.
- 9. Deleted the flight instructor matrixes. See above.**

## PTS for 8081-31 for Weight-Shift Control, Powered Parachute and Flight Instructor

1. Deleted the additional category/class matrix pages 1-xi, 1-1xiii, 2-ix, 2-xi; applicants for an additional category/class privileges must take a complete practical test.  
This means any proficiency check such as private pilot airplane taking a sport pilot proficiency check, for example, for Sport Pilot Weight-Shift Control, Powered Parachute or Airplane Sea, will have to do a complete checkride, not just specific tasks which were previously listed in the matrix.
2. Added weather elements for inadvertent entry into IMC on pages 1-2 and 2-2.  
Specific tasks added to the Preflight Preparation C Task Weather Information pages are:
  3. Describes the importance of avoiding adverse weather and inadvertent entry into instrument meteorological conditions (IMC).
  4. Explains courses of action to safely exit from an inadvertent IMC encounter.
3. Deleted the ATC light signal requirements from airport operations page 1-11 and 2-9.  
This is a typo that removes the ATC light signals from the title since the checkride requirements are for non towered airports which do not use light signals. Simply cross off ~~ATC Light signals~~ from the titles.
4. Deleted ~~and complies with instructions~~ for task A-4 page 1-11 and page 2-9. Also deleted ~~with~~ and task B-1. This is because sport pilots are not required to communicate with control towers.
5. Deleted all references to repositionable landing gear, multiple pages.  
This is a typo from the first PTS, simply cross out any ~~repositionable landing gear~~ throughout the PTS.
6. Deleted NOTE about can be completed through oral testing for Navigation Page 1-23
7. Deleted energy management TASK, page 1-20, for weight shift control and added an energy management element to emergency approach and landing for weight shift control, page 1-26.  
Simply delete the ~~B-Task Energy Management~~ task on page 1-20 completely. On page 1-26 A.1 Exhibits knowledge of the elements related to emergency approach and landing procedures, (add >) "including energy management."
8. Added line-over and twisted suspension line elements to powered parachute canopy layout page 2-6.  
On page 2-6, simply cross out task elements B2, and B3, and replace with
  2. Explains how to identify a line-over and demonstrates how to remove a line-over.
  3. Verifies that canopy and riser system is laid out properly and in condition for inflation.
  4. Demonstrates the ability to untwist twisted canopy suspension/steering lines.
  5. Verifies suspension and steering lines are not tangled or twisted.
9. Changed testing requirements of taxiing with the canopy inflated in a powered parachute, from flight instructors only, to sport pilots and flight instructors with a sport pilot rating, page 2-7.  
Page 2-7 E Task, remove ~~NOTE: FOR FLIGHT INSTRUCTORS ONLY~~
10. Added heading tolerances ( $\pm 10^\circ$ ) to constant altitude turns for powered parachute.  
Page 2-16 A.6 after Maintains altitude +/- 100 feet, (add >) heading tolerances ( $\pm 10^\circ$ )
11. Added proficiency check materials to flight instructor characteristics and responsibilities page 3-15.  
This adds to F. Task page 3-15 1. Aviation instructor responsibilities elements d. and e.
  - d. developing plans of action for use during proficiency checks.
  - e. completion of FAA Form 8710-11.  
This adds to F. Task also page 3-15 2. Flight Instructor responsibilities in element d.
  - d. conducting proficiency checks for additional category/class privileges.
12. Created category specific examiner/instructor checklists for the flight instructor with a sport pilot rating pages 3-xx to replace the flight instructor matrix.  
There are no different tasks selected, but the FAA has eliminated the task tables at the end of the old PTS (pages 3-20 through 3-23) and replaced it with a specific checklist of the tasks generally in order that they would typically be performed during an instructor checkride.
13. Deleted the flight instructor matrixes. See above.