



U.S. Department
of Transportation
Federal Aviation
Administration

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with Change 1

**AIRLINE TRANSPORT PILOT
AND AIRCRAFT TYPE RATING**
Practical Test Standards

for
AIRPLANE

July 2008

FLIGHT STANDARDS SERVICE
Washington, DC 20591

FOREWORD

The Airline Transport Pilot and Aircraft Type Rating—Airplane Practical Test Standards (PTS) book has been published by the Federal Aviation Administration (FAA) to establish the standards for airline transport pilot and aircraft type rating practical tests for airplanes. FAA inspectors, designated pilot examiners, and check airmen (referred to as examiners throughout the remaining practical test standard) must conduct practical tests in compliance with these standards. Flight instructors and applicants should find these standards helpful in practical test preparation.

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B. TASK: APPROACHES TO STALLS

REFERENCES: 14 CFR part 61; FAA-H-8083-3; FSB Report; POH/AFM.

THREE approaches to stall are required, as follows (unless otherwise specified by the FSB Report):

1. One in the takeoff configuration (except where the airplane uses only zero-flap takeoff configuration) or approach (partial) flap configuration.
2. One in a clean cruise configuration.
3. One in a landing configuration (landing gear and landing flaps set).

CAUTION: Avoid deep stalls which are termed as "virtually unrecoverable" in airplanes, and "tip stalls" in swept wing airplanes.

One of these approaches to a stall must be accomplished while in a turn using a bank angle of 15 to 30°.

Objective. To determine that the applicant:

1. In actual or simulated instrument conditions exhibits satisfactory knowledge of the factors, which influence stall characteristics, including the use of various drag configurations, power settings, pitch attitudes, weights, and bank angles. Also, exhibits adequate knowledge of the proper procedure for resuming normal flight.
2. Selects an entry altitude that is in accordance with the AFM or POH, but in no case lower than an altitude that will allow recovery to be safely completed at a minimum of 3,000 feet AGL. When accomplished in an FTD or flight simulator, the entry altitude should be consistent with expected operational environment for the stall configuration.
3. Observes the area is clear of other aircraft prior to accomplishing an approach to a stall.
4. While maintaining altitude, slowly establishes the pitch attitude (using trim or elevator/stabilizer), bank angle, and power setting that will induce a stall.
5. Announces the first indication of an impending stall (such as buffeting, stick shaker, decay of control effectiveness, and any other cues related to the specific airplane design characteristics) and initiates recovery (using maximum power or as directed by the examiner).
6. Recovers to a reference airspeed, altitude and heading with minimal loss of altitude, airspeed, and heading deviation.
7. Demonstrates smooth, positive control during entry, approach to a stall, and recovery.