Update to

SPORT PILOT Practical Test Standards for
• Weight Shift Control
• Powered Parachute
• Flight Instructor

May 2018

This update makes the SPORT PILOT Practical Test Standards for • Weight Shift Control • Powered Parachute • Flight Instructor (FAA-S-8081-31) current for all regulatory and procedural changes, including Change 4 (released 7/12/2017).

Change 4 (7/12/2017)

1. *Updated Section 1 Table of Contents Area of Operation IX. Emergency Operations (page 1-iii) to include Task D. Recovery from a Spiral Dive (WSCL and WSCS).*

2. *Updated Section 1 Examiner's Practical Test Checklist to include Task D. Recovery from a Spiral Dive (WSCL and WSCS) in Area of Operation IX. Emergency Operations (page 1-viii) to read as follows:*

   IX. EMERGENCY OPERATIONS

   ☐ A. Emergency Approach and Landing (Simulated) (WSCL and WSCS)

   ☐ B. Systems and Equipment Malfunctions (WSCL and WSCS)

   ☐ C. Emergency Equipment and Survival Gear (WSCL and WSCS)

   ☐ D. Recovery from a Spiral Dive (WSCL and WSCS)

3. *Added the following Task D. Recovery from a Spiral Dive (WSCL and WSCS) to Section 1 Area of Operation IX. Emergency Operations (page 1-27):*

   D. TASK: RECOVERY FROM A SPIRAL DIVE (WSCL and WSCS)

   REFERENCES: FAA-H-8083-3; Aircraft Flight Manual/POH.

   NOTE: This maneuver must be demonstrated in flight. The maneuver must be initiated at altitudes above 2,500 feet AGL or the manufacturer's recommended altitude, whichever is higher.

   Objective. To determine that the applicant:

   1. Exhibits knowledge of the elements related to spiral dive recovery.
   2. Selects an entry altitude that allows the task to be completed no lower than 1,000 feet AGL.
   3. Establishes an airspeed that will allow a steep turn without stalling.
   4. Rolls into a turn of at least 45 degrees but less than the manufacturer's bank angle limitations.
   5. Reduces the throttle to establish a stabilized descent.
   6. Recovers by simultaneously reducing the throttle to idle, pulling in the control bar, and leveling the wings.
   7. Controls pitch, airspeed, and G-forces to prevent a stall or exceeding the manufacturer's maximum airspeed limitation.