



February 2009

# Update to Practical Test Standards

**Private Pilot Airplane**  
**Commercial Pilot Airplane**

**ASA-8081-14AM**  
**ASA-8081-12B**

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This update makes the Private Pilot Airplane Multi-Engine (ASA-8081-14AM) and the Commercial Pilot Airplane (ASA-8081-12B) Practical Test Standards current for all regulatory and procedural changes, including the Change 1 (released February 22, 2008) and Change 2 (released February 3, 2009).

***Private Pilot Airplane (ASA-8081-14AM):***

Introduction, Page 8

***Commercial Pilot Airplane (ASA-8081-12B):***

Introduction, Page 9

*Changed to reflect 400 feet instead of 200 feet as the minimum altitude for simulated failures:*

On multiengine practical tests where the failure of the most critical engine after lift off is required, the examiner must give consideration to local atmospheric conditions, terrain, and type of aircraft used. However, the failure of an engine shall not be simulated until attaining at least  $V_{SSE}/V_{YSE}$  and at an altitude not lower than 400 feet AGL.

***Commercial Pilot Airplane (ASA-8081-12B) only:***

Introduction, Page 7

*Under "Aircraft and Equipment Required for the Practical Test," item #4 now reads:*

4. be a complex airplane furnished by the applicant, unless the applicant currently holds a commercial pilot certificate with a single-engine or multiengine class rating as appropriate, for the performance of takeoffs, landings, and appropriate emergency procedures. A complex landplane is one having a retractable landing gear, flaps, and controllable propeller. A complex seaplane is one having flaps, floats, and controllable propeller. Airplanes equipped with a full authority digital engine control (FADEC) system are considered to have a controllable propeller.

**Note:** This was changed to reflect Notice 8000.331, which is inactive, but can be found at <http://fsims.avs.faa.gov>—"Airplanes Equipped with Retractable Landing Gear, Flaps, and FADEC Meet the Definition of a Complex Airplane."