



**Federal Aviation
Administration**

Private Pilot Airplane Single-Engine Land (P-ASEL) Assessment of Instruction and Practical Test Experiences

Comparison of Summary Results for:

**2007 Newly Certified General Aviation P-ASEL Private Pilots:
Northwest Mountain Region (ANM) Compared With National (Overall)
Results**

Federal Aviation Administration
Flight Standards Service
Washington, DC

Federal Aviation Administration
Civil Aerospace Medical Institute
Aerospace Human Factors Research Division
Oklahoma City, Oklahoma

And

Xyant Technology, Incorporated
Oklahoma City, Oklahoma

Explanation of Report Content

The Federal Aviation Administration's (FAA) Flight Standards organization and Civil Aerospace Medical Institute began distributing a questionnaire in November 2005 to all general aviation (GA) pilots who had been certified recently for the Private Pilot Airplane Single-Engine Land (P-ASEL) category and class rating. The questionnaire surveyed new P-ASEL pilots' perceptions and opinions about both the quality of their flight training and the types of experiences they had during their practical test for certification. The goal of this effort was to identify areas of concern so the FAA may affect corrections in FAA policy, guidance material, and FAA-sponsored programs in order to improve the overall quality of flight testing and certification. The information collected from survey administrations will be used by the Flight Standards organization to help evaluate the current certification process.

The 2007 questionnaire (see Appendix A) was distributed to pilots who were certified recently for the P-ASEL category and class rating, and who held no other pilot ratings. The FAA's Civil Aviation Registry provided weekly lists of newly certified P-ASEL pilots who reported an address within the United States to receive their certificate. Only pilots whose most recent practical test represented a first-time application for the P-ASEL rating are reported. Most recent practical test is defined as all testing sessions that may have been completed with an examiner for the P-ASEL category and class rating. This report compares the 2007 overall results (n=1,475) with the results for pilots within the FAA's Northwest Mountain Region (ANM; n=154).

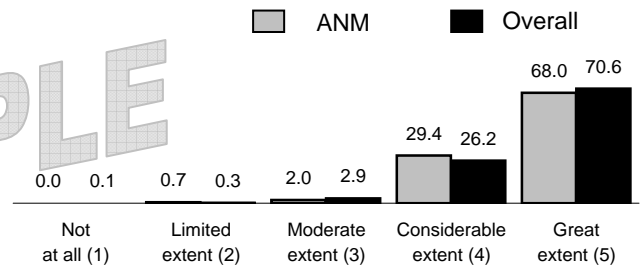
Example of Report Format and Description of Measures

Response Distribution (%)

16. To what extent was the examiner who conducted your practical test prepared and organized to conduct the test when you arrived?

	ANM
n	153
m	4.65
sd	0.56

	Overall
n	1,464
m	4.67
sd	0.55



Number of Respondents (n). The number of pilots who provided a usable (i.e., valid) response for an item.

Mean (m). Means are provided for items answered on interval scales (e.g., Extent, Acceptability). Each response option in the scale is assigned a number beginning with 1. For example, the Extent scale has 5 response options where the first response option (Not at all) would be assigned a score of 1 and the last response option (Great extent) would be assigned a score of 5 (see labels on graph above). The Acceptability scale has 10 response options. Although the scale is collapsed across response options into 3 categories, the mean is derived from the original 10-point scale. The mean is the arithmetic average, or the sum of all scores for an item divided by the number of pilots who answered that item. For this survey, items were written so that higher means reflect more positive perceptions.

Acceptability scale

1 = Not acceptable to 10 = Extremely well done

Acceptability scale (collapsed)

1 through 3 = Low
 4 through 7 = Medium (Med)
 8 through 10 = High

Standard Deviation (sd). The standard deviation is a measure of dispersion, or spread, of scores around the mean. Smaller values indicate higher levels of agreement among respondents. Standard deviations are provided for items answered on interval scales (e.g., Extent, Acceptability). Standard deviations for the Acceptability scale are derived from the original 10-point scale.

Response Distribution (%). Different types of response option scales were used throughout the survey including yes/no and interval scales. Responses to items using the Acceptability scale (1 = Not acceptable to 10 = Extremely well done) were collapsed across response options and reported as Low (options 1-3), Medium (options 4-7), and High (options 8-10). Item response distribution frequencies are provided in percent format to describe how pilots answered survey items. Response distributions are provided graphically and in table format. Response distribution percentages may not sum to 100% due to rounding.

Frequency (n) and Percent (%) of Pilots. Items that asked pilots to mark all applicable responses (Mark all that apply) are represented in a table format where the frequency (n) is the number of pilots who chose each response option. The Percent (%) of Pilots is calculated by dividing the number of responses for each response option (Frequency (n)) by the number of pilots who responded to the item (n) and multiplying by 100.

2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

This survey was intended to capture the flight instruction and practical test experiences of pilots who were **recently certified for the P-ASEL category and class rating** (as noted on item 1), and whose most recent practical test with a **Designated Pilot Examiner** (as noted on item 5) represented a **first-time application for the P-ASEL category and rating**. A first-time application is defined as an applicant who has **never failed a practical test for the P-ASEL category and class rating** (as noted on item 38). Most recent practical test is defined as all testing sessions completed with an examiner for the P-ASEL category and class rating. For inclusion in the final analyses, the most recent practical test had to be a **complete test or a partial test that was not discontinued for any factor relating to performance** (as noted on item 2). Pilots were excluded from the final analyses and reporting if they did not meet these requirements.

Of the pilots who responded to the 2007 pilot survey, 1,475 met the criteria listed above for inclusion in the final overall report. This report compares the results for those pilots who met the criteria (Overall) with the results for pilots within the FAA's Northwest Mountain Region (ANM; n=154).

Certification Information

1. Were you recently certified for the P-ASEL category and class rating?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	154	1,475

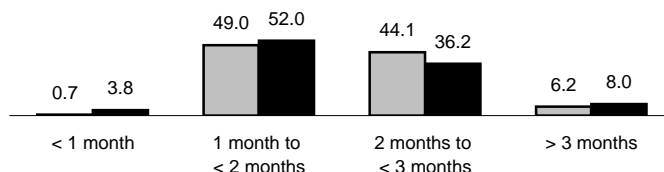
This report includes only those pilots who were recently certified for the P-ASEL category and class rating.

Response Distribution (%)

ANM
 Overall

a. How long has it been since you completed your practical test for the P-ASEL category and class rating?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	145	1,419



2. Which of the following most accurately describes your most recent practical test for the P-ASEL category and class rating?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	154	1,475

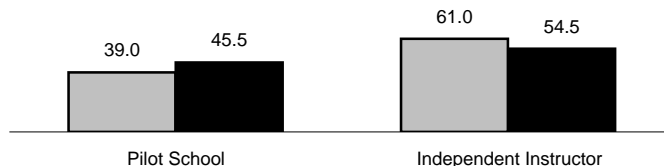


This report includes only those pilots who indicated 'Complete test' or 'Partial test' on item 2.

Experiences with Pilot School/Independent Flight Instructor

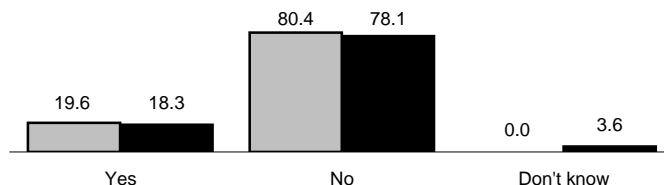
3. How did you obtain your flight training?
*(If both, **select the one** that provided you the most training and keep it in mind when answering the remaining items in this section.)*

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	154	1,460



4. Did you graduate from an FAA-approved Part 141 pilot school?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,469



2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

Experiences with Pilot School/Independent Flight Instructor (continued)

Response Distribution (%)

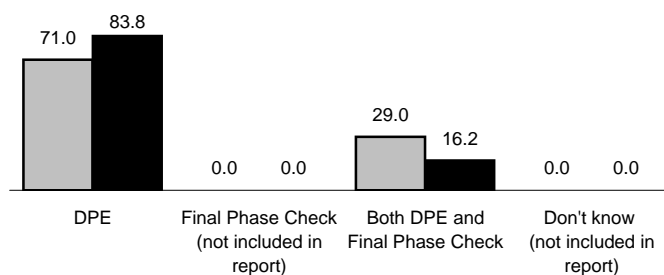
ANM
 Overall

5. If you are a graduate of an FAA-approved Part 141 pilot school, how did you take your most recent practical test for certification for the P-ASEL certificate and rating?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	31	328

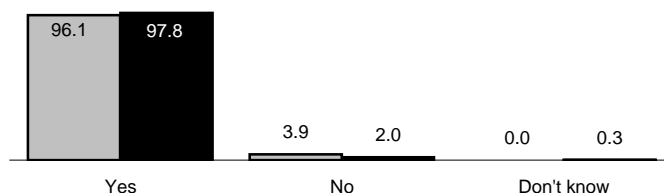
Item includes only those pilots who either skipped item 4 or who indicated 'Yes' or 'Don't know' on item 4.

This report includes only those pilots who either indicated 'No' on item 4 or who indicated 'DPE' or 'Both DPE and Final Phase Check' on item 5.



6. Did you obtain a copy of the FAA Practical Test Standards (PTS) for the certificate or rating for which you trained?

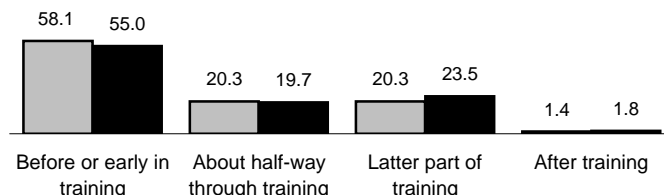
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	154	1,468



7. When did you obtain a copy of the FAA PTS?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	148	1,432

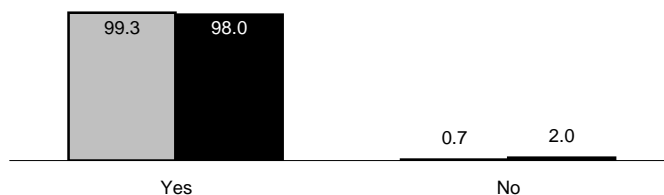
Item includes only those pilots who indicated 'Yes' on item 6.



8. Did you review the PTS to obtain a complete understanding of the requirements for your practical test?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	148	1,435

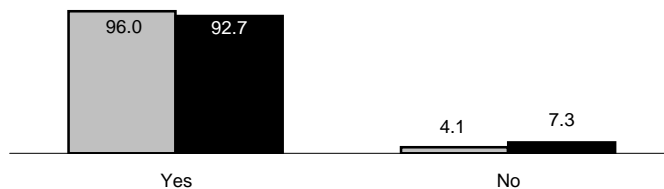
Item includes only those pilots who indicated 'Yes' on item 6.



9. Did you use the PTS to judge your performance of the required flight maneuvers?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	148	1,435

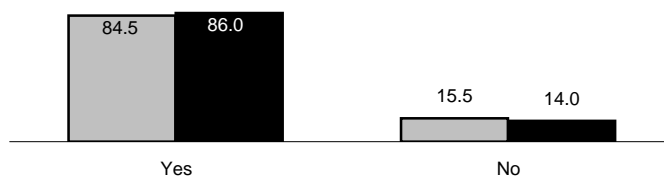
Item includes only those pilots who indicated 'Yes' on item 6.



10. Did you use the PTS to determine the knowledge required for your oral (ground) examination?

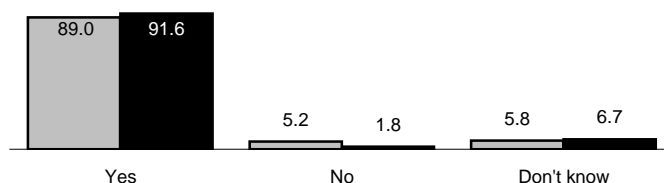
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	148	1,430

Item includes only those pilots who indicated 'Yes' on item 6.



11. Did your instructor(s) use the standards required by the PTS to measure your flight training performance?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	154	1,471



2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

Experiences with Pilot School/Independent Flight Instructor (continued)

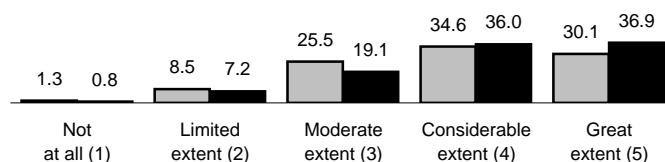
Response Distribution (%)

ANM
 Overall

12. To what extent do you feel that your instructor(s) prepared you adequately for the oral (ground) and flight portions of the practical test?

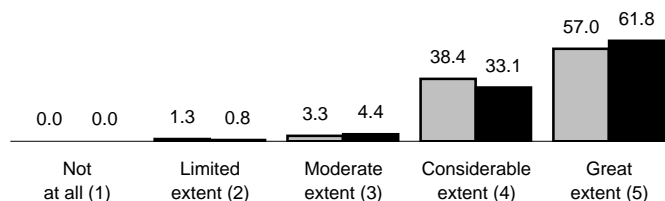
Oral (Ground) Test:

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,463
<i>m</i>	3.84	4.01
<i>sd</i>	1.00	0.96



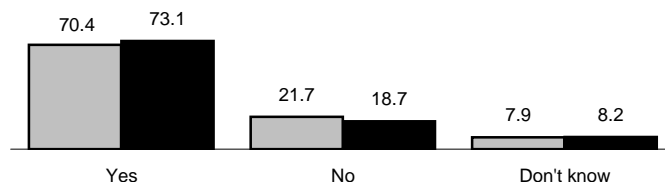
Flight Test:

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	151	1,447
<i>m</i>	4.51	4.56
<i>sd</i>	0.63	0.62



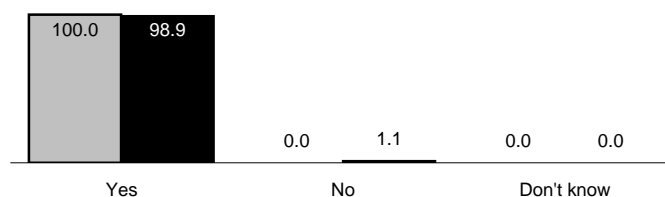
13. In preparation for your practical test, did your flight instructor advise you that the pilot examiner would assess runway incursion avoidance?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	152	1,460



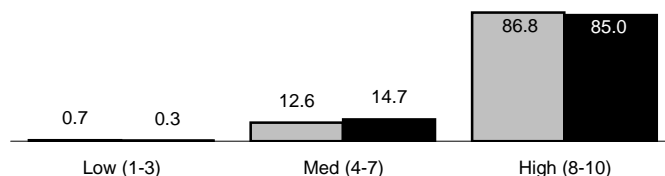
14. During your training did your instructor(s) emphasize the importance of effective visual scanning/collision avoidance procedures?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,465



15. On the scale below, please rate the quality of your flight instruction.

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	151	1,459
<i>m</i>	8.55	8.73
<i>sd</i>	1.41	1.34

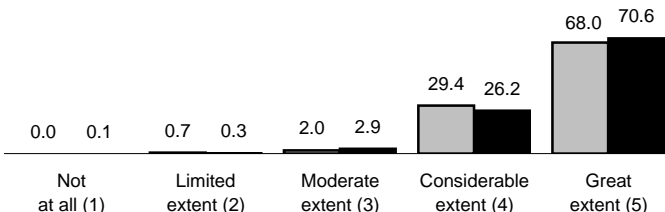


Response options from 1 (Not acceptable) to 10 (Extremely well done) are collapsed into three categories (Low, Med, High) for ease in reporting response distributions. The mean (m) and standard deviation (sd) are derived from the original 10-point scale (see Explanation of Report Content).

Experiences with Practical Test Examiner

16. To what extent was the examiner who conducted your practical test prepared and organized to conduct the test when you arrived?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,464
<i>m</i>	4.65	4.67
<i>sd</i>	0.56	0.55



2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

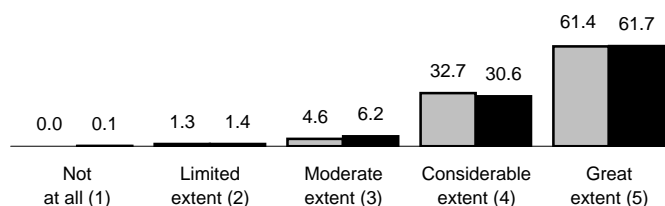
Experiences with Practical Test Examiner (continued)

Response Distribution (%)

ANM
 Overall

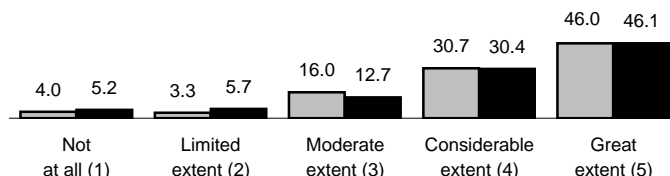
17. To what extent was the oral (ground) portion of the practical test conducted in a place that was free of distractions?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,462
<i>m</i>	4.54	4.52
<i>sd</i>	0.65	0.69



18. To what extent did the examiner use a prepared, written plan in the conduct of the oral (ground) and flight portions of the practical test?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	150	1,449
<i>m</i>	4.11	4.07
<i>sd</i>	1.05	1.13



19. If you received a briefing from your examiner prior to the flight portion of the practical test, which of the following areas were covered? [Mark all that apply.]

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	152	1,450

Frequency (n)*			% of Pilots**	
<u>ANM</u>	<u>Overall</u>		<u>ANM</u>	<u>Overall</u>
109	1,097	Procedures for <u>positive exchange</u> of flight controls (who is flying the aircraft)	71.7	75.7
99	878	Procedures for an <u>actual in-flight</u> emergency	65.1	60.6
98	877	Method(s) used by the examiner to <u>simulate emergencies</u>	64.5	60.5
81	755	<u>Repetition</u> of maneuvers	53.3	52.1
114	1,046	<u>Satisfactory</u> performance criteria	75.0	72.1
91	851	<u>Unsatisfactory</u> performance criteria	59.9	58.7
17	151	I did <u>not</u> receive a briefing prior to the flight portion of the practical test	11.2	10.4
3	32	Don't know	2.0	2.2

20. Please indicate the **subject areas** that were **evaluated** by your examiner. [Mark all that apply.]

	<u>ANM</u>	<u>Overall</u>		
<i>n</i>	152	1,466	% of Pilots**	
<u>ANM</u>	<u>Overall</u>		<u>ANM</u>	<u>Overall</u>
140	1,357	Stall/Spin Awareness	92.1	92.6
84	818	Wake Turbulence Avoidance	55.3	55.8
140	1,353	Positive Aircraft Control	92.1	92.3
52	472	Controlled Flight Into Terrain (CFIT)	34.2	32.2
141	1,339	Checklist Usage	92.8	91.3
130	1,272	Aeronautical Decision Making (ADM)	85.5	86.8
49	483	Low Level Wind Shear	32.2	32.9
48	604	Land and Hold Short Operations (LAHSO)	31.6	41.2
110	1,052	Collision Avoidance on the Ground (Runway Incursion Avoidance)	72.4	71.8
133	1,205	In-flight Collision Avoidance	87.5	82.2
5	21	Don't know	3.3	1.4

*Frequency (n) sums to greater than the sample size due to multiple responses [Mark all that apply].

**The Percent (%) of Pilots is calculated by dividing the number of responses for each response option by the number of pilots who responded to the item (n) and multiplying by 100.

2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

Experiences with Practical Test Examiner (continued)

21. Please indicate the events for which you utilized a checklist. [Mark all that apply.]

	<u>ANM</u>		<u>Overall</u>		<u>% of Pilots**</u>	
	<i>n</i>				<u>ANM</u>	<u>Overall</u>
Frequency (n)*						
	<u>ANM</u>	<u>Overall</u>				
144	1,399	Preflight inspection	94.1	95.3		
149	1,443	Engine starting	97.4	98.3		
152	1,450	Before takeoff check	99.3	98.8		
91	801	Takeoff and climb	59.5	54.6		
64	651	Cruise flight	41.8	44.3		
70	697	Descent	45.8	47.5		
111	1,020	Approach and landing	72.5	69.5		
27	288	Go-around	17.6	19.6		
80	807	Emergency approach and landing	52.3	55.0		
123	1,201	After landing	80.4	81.8		
136	1,256	Engine shutdown	88.9	85.6		

*Frequency (n) sums to greater than the sample size due to multiple responses [Mark all that apply].

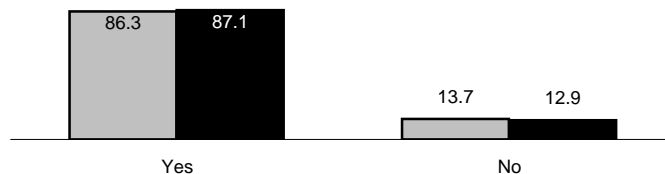
**The Percent (%) of Pilots is calculated by dividing the number of responses for each response option by the number of pilots who responded to the item (n) and multiplying by 100.

Response Distribution (%)

ANM
 Overall

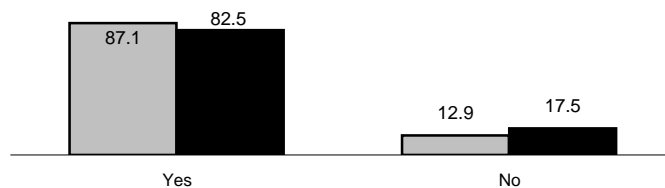
22. Prior to your flight, did you present any portion of (or a copy of) the maintenance logbook for the aircraft you used during the practical test?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,462



23. Did the examiner ask you to explain the maintenance logbook entries for the aircraft you used during the practical test?

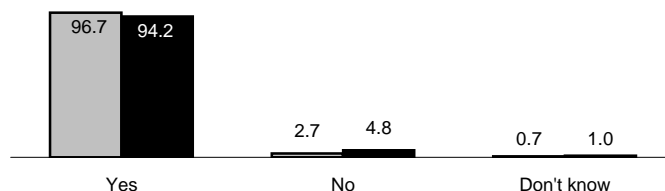
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	132	1,271



Item includes only those pilots who indicated 'Yes' on item 22.

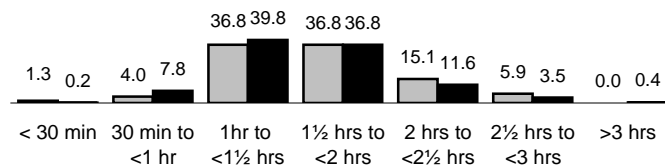
24. Did the examiner ask any maintenance or aircraft airworthiness questions?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	151	1,460



25. How much time did you spend on the flight portion of the practical test?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	152	1,463



2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

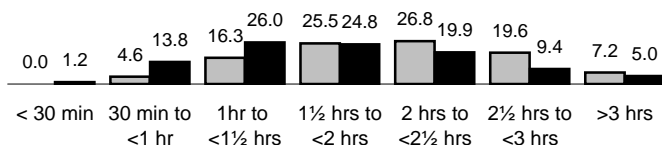
Experiences with Practical Test Examiner (continued)

Response Distribution (%)

ANM
 Overall

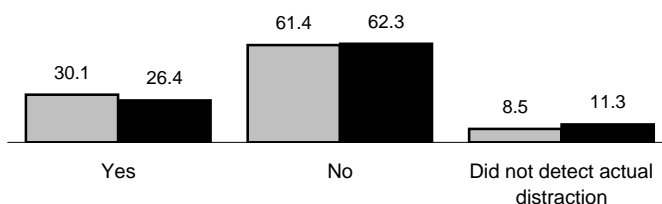
26. How much time did you spend on the oral (ground) portion of the practical test prior to the flight portion?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,470



27. Did an actual distraction occur during a taxi, departure, or arrival phase of the flight?

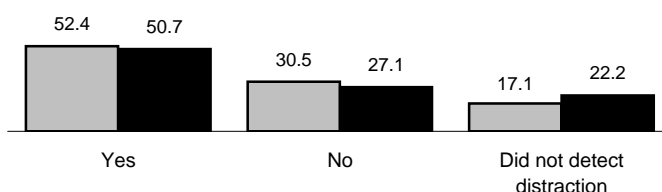
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,463



28. Did the examiner provide a distraction during a taxi, departure, or arrival phase of the flight?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	105	1,047

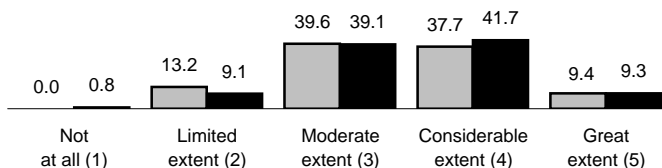
Item includes only those pilots who indicated 'No' or 'Did not detect actual distraction' on item 27.



29. If the examiner provided a distraction, to what extent was the distraction realistic?

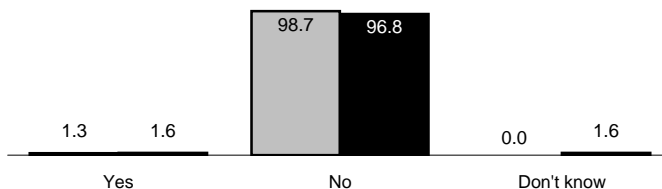
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	53	527
<i>m</i>	3.43	3.50
<i>sd</i>	0.84	0.82

Item includes only those pilots who indicated 'No' or 'Did not detect actual distraction' on item 27 and 'Yes' on item 28.



30. Did the examiner require a procedure that jeopardized safety?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	149	1,436



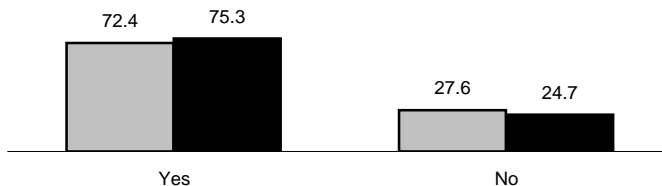
a. If yes, please explain. (See Appendix B, Table 1, for a list of explanations.)

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	2	20

Item includes only those pilots who indicated 'Yes' on item 30.

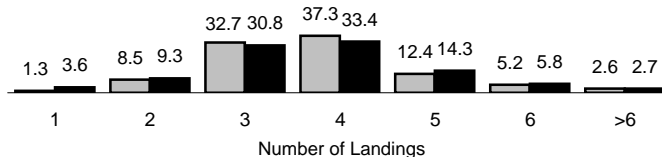
31. Did the examiner ask you to make a "go/no-go" decision based on available weather information?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	152	1,463



32. On your most recent practical test, how many landings to a touch down did you demonstrate?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,461
<i>m</i>	3.77	3.74 Landings
<i>sd</i>	1.14	1.25 Landings



2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

Experiences with Practical Test Examiner (continued)

Technical Subject Areas, Maneuvers, and Procedures (Event)

Technical Subject Areas, Maneuvers, and Procedures (Event)	Was the <u>Event</u> evaluated?				Were you asked to <u>repeat</u> the <u>Event</u> ?		
	n	% Yes	% No	% Don't Know	n	% Yes	% No
1. Preflight Preparation							
a. Certificates and Documents	153	97.4	2.0	0.7	125	0.0	100.0
b. Airworthiness Requirements	153	96.7	2.6	0.7	123	0.0	100.0
c. Weather Information	154	94.8	4.6	0.7	120	4.2	95.8
d. Cross-country Flight Planning	154	96.1	3.9	0.0	122	2.5	97.5
e. Basic VFR Weather Minimums	154	98.7	0.7	0.7	124	2.4	97.6
f. Airspace Classes	153	98.7	1.3	0.0	123	4.9	95.1
g. Special Use and Other Airspace Areas	151	96.0	2.7	1.3	118	0.9	99.2
h. Performance and Limitations	153	96.7	2.0	1.3	121	0.0	100.0
i. Weight and Balance	154	96.1	3.9	0.0	121	2.5	97.5
j. Operation of Systems	153	94.1	2.6	3.3	118	0.9	99.2
k. Minimum Equipment List	153	81.1	14.4	4.6	103	1.0	99.0
l. Aeromedical Factors	152	86.8	9.9	3.3	107	0.0	100.0
2. Preflight Procedures							
a. Preflight Inspection	154	86.4	8.4	5.2	105	0.0	100.0
b. Cockpit Management	153	87.6	5.2	7.2	106	0.0	100.0
c. Engine Starting	154	93.5	3.3	3.3	115	0.0	100.0
d. Taxiing	154	96.8	1.3	2.0	119	0.0	100.0
e. Before Takeoff Check	154	96.8	2.6	0.7	119	0.0	100.0
3. Airport Operations							
a. Radio Communications and ATC Light Signals	153	88.9	7.2	3.9	109	0.9	99.1
b. Traffic Patterns	154	93.5	2.6	3.9	114	0.9	99.1
c. Airport, Runway and Taxiway Signs, Markings, and Lighting	151	87.4	7.3	5.3	104	1.9	98.1
4. Takeoffs, Landings, and Go-Arounds							
a. Normal and Crosswind Takeoff and Climb	154	95.5	2.6	2.0	114	0.0	100.0
b. Normal and Crosswind Approach and Landing	154	94.2	4.6	1.3	113	0.9	99.1
c. Soft-field Takeoff and Climb	152	94.7	5.3	0.0	115	1.7	98.3
d. Soft-field Approach and Landing	152	93.4	6.6	0.0	114	5.3	94.7
e. Short-field Takeoff and Maximum Performance Climb	151	92.1	6.6	1.3	113	1.8	98.2
f. Short-field Approach and Landing	154	98.7	1.3	0.0	121	8.3	91.7
g. Forward Slip to a Landing	151	87.4	11.3	1.3	104	6.7	93.3
h. Go-Around/Rejected Landing	152	77.6	20.4	2.0	94	0.0	100.0
5. Performance Maneuver							
a. Steep Turns	153	97.4	2.6	0.0	116	8.6	91.4

The 'Were you asked to repeat Event?' column includes only those pilots who indicated that an Event was evaluated ('Was the Event evaluated?'). Additionally, the number of respondents in the 'Were you asked to repeat Event?' column is lower due to nonresponse.

See Appendix B, Table 4, for a list of reasons provided by the examiner for repeat request.

2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

Experiences with Practical Test Examiner (continued)

Technical Subject Areas, Maneuvers, and Procedures (Event)							
Technical Subject Areas, Maneuvers, and Procedures (Event)	Was the <u>Event</u> evaluated?				Were you asked to <u>repeat</u> the <u>Event</u> ?		
	n	% Yes	% No	% Don't Know	n	% Yes	% No
6. Ground Reference Maneuvers							
a. Rectangular Course	145	55.2	41.4	3.5	60	3.3	96.7
b. S-Turns	145	71.7	28.3	0.0	83	6.0	94.0
c. Turns Around a Point	148	78.4	21.0	0.7	95	7.4	92.6
7. Navigation							
a. Pilotage and Dead Reckoning	154	92.9	5.2	2.0	114	1.8	98.3
b. Navigation Systems and Radar Services	153	90.9	7.2	2.0	112	0.0	100.0
c. Diversion	152	88.2	9.9	2.0	104	1.0	99.0
d. Lost Procedures	150	69.3	24.7	6.0	83	2.4	97.6
8. Slow Flight and Stalls							
a. Maneuvering During Slow Flight	154	97.4	2.6	0.0	118	4.2	95.8
b. Power-off Stalls	154	98.1	1.3	0.7	120	5.8	94.2
c. Power-on Stalls	154	98.7	1.3	0.0	120	5.0	95.0
d. Spin Awareness	153	81.7	15.0	3.3	98	0.0	100.0
9. Maneuvers/Procedures in Simulated Instrument Conditions							
a. Straight-and-Level Flight	154	96.8	1.3	2.0	119	0.0	100.0
b. Constant Airspeed Climbs	153	89.5	3.9	6.5	110	0.0	100.0
c. Constant Airspeed Descents	152	84.2	8.6	7.2	102	0.0	100.0
d. Turns to Headings	154	98.1	2.0	0.0	120	2.5	97.5
e. Recovery from Unusual Flight Attitudes	154	98.1	2.0	0.0	120	2.5	97.5
f. Radio Communications, Navigation Systems/Facilities, and Radar Services	152	88.8	6.6	4.6	106	0.9	99.1
10. Emergency Operations							
a. Emergency Approach and Landing	153	94.1	3.9	2.0	113	6.2	93.8
b. Systems and Equipment Malfunctions	152	86.8	11.2	2.0	104	1.9	98.1
c. Emergency Equipment and Survival Gear	145	42.1	47.6	10.3	47	0.0	100.0
11. Night Operation							
a. Night Preparation	149	47.7	46.3	6.0	55	0.0	100.0
12. Postflight Procedures							
a. After Landing	154	88.3	5.8	5.8	105	0.0	100.0
b. Parking and Securing	153	79.7	11.8	8.5	92	0.0	100.0

The 'Were you asked to repeat Event?' column includes only those pilots who indicated that an Event was evaluated ('Was the Event evaluated?'). Additionally, the number of respondents in the 'Were you asked to repeat Event?' column is lower due to nonresponse.

See Appendix B, Table 4, for a list of reasons provided by the examiner for repeat request.

2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

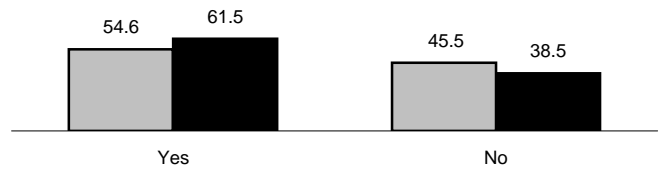
Experiences with Practical Test Examiner (continued)

Response Distribution (%)

ANM
 Overall

33. On your most recent practical test, did you demonstrate a crosswind takeoff?

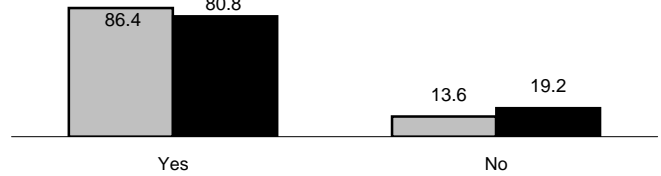
<u>n</u>	<u>ANM</u>	<u>Overall</u>
154	154	1,466



34. If you did **not** demonstrate a crosswind takeoff, did the examiner evaluate your knowledge of crosswind takeoffs through oral testing?

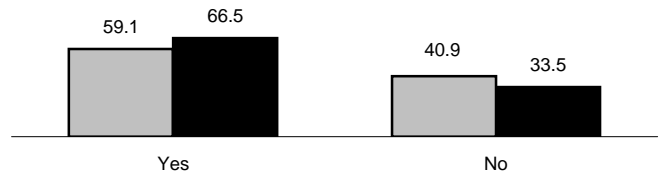
<u>n</u>	<u>ANM</u>	<u>Overall</u>
66	66	542

Item includes only those pilots who indicated 'No' on item 33.



35. On your most recent practical test, did you demonstrate a crosswind landing?

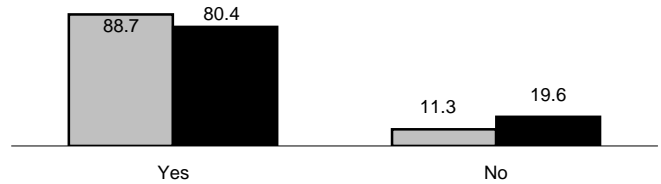
<u>n</u>	<u>ANM</u>	<u>Overall</u>
154	154	1,456



36. If you did **not** demonstrate a crosswind landing, did the examiner evaluate your knowledge of crosswind landings through oral testing?

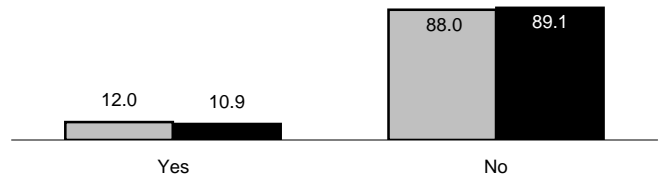
<u>n</u>	<u>ANM</u>	<u>Overall</u>
62	62	479

Item includes only those pilots who indicated 'No' on item 35.



37. On your most recent practical test, did the examiner ask you to perform any maneuver(s) or procedure(s) or to explain any technical subject area(s) for which you had not been adequately prepared by your instructor(s)?

<u>n</u>	<u>ANM</u>	<u>Overall</u>
150	150	1,461



a. If yes, please explain. (See Appendix B, Table 2, for a list of explanations.)

<u>n</u>	<u>ANM</u>	<u>Overall</u>
13	13	147

Item includes only those pilots who indicated 'Yes' on item 37.

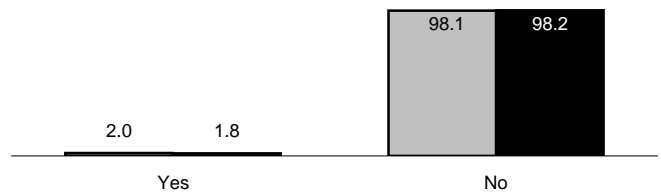
38. Have you ever failed a practical test for the P-ASEL category and class rating?

<u>n</u>	<u>ANM</u>	<u>Overall</u>
154	154	1,475

This report includes only those pilots who indicated 'No' on item 38.

39. Have you ever been directed by an examiner to seek further instruction and return at a later date to complete the practical test for the P-ASEL category and class rating?

<u>n</u>	<u>ANM</u>	<u>Overall</u>
154	154	1,462



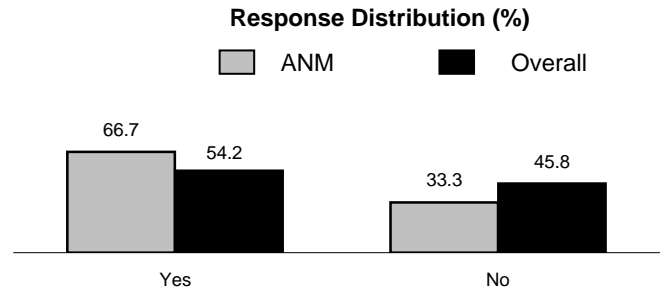
2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

Experiences with Practical Test Examiner (continued)

a. If yes, did you receive a disapproval notice ("pink" slip) or were you notified electronically?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	3	24

Item includes only those pilots who indicated 'Yes' on item 39.



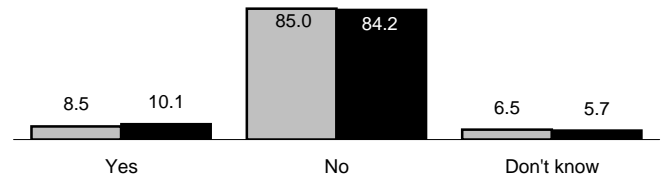
b. If you did not receive a disapproval notice ("pink" slip) or electronic notification, please explain.
(See Appendix B, Table 3, for a list of explanations.)

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	0	9

Item includes only those pilots who indicated 'Yes' on item 39 and 'No' on item 39a.

40. On your most recent practical test, did you perform any maneuver that failed to conform to the requirements of the Private Pilot Practical Test Standards?

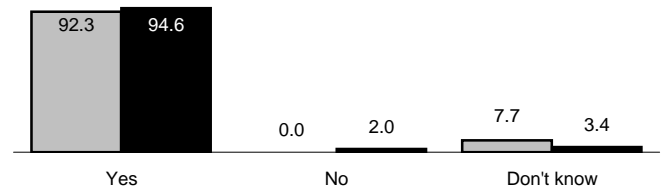
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,468



a. If yes, was the error noted by the examiner?

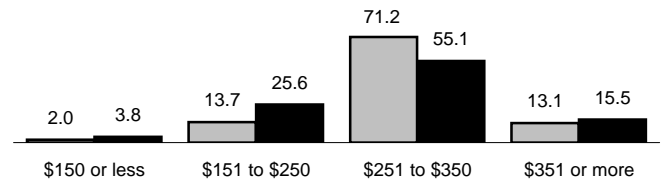
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	13	148

Item includes only those pilots who indicated 'Yes' on item 40.



41. What was the fee you paid for your initial Private Pilot Practical Test for your ASEL category and class rating?

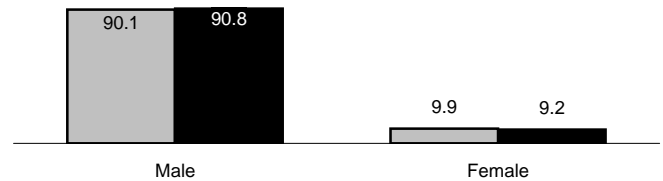
	<u>ANM</u>	<u>Overall</u>
<i>n</i>	153	1,461



Demographic Information

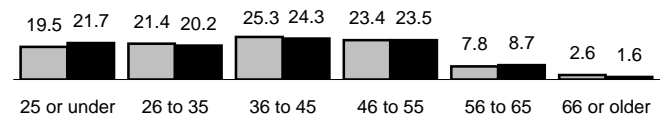
42. Are you:

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	152	1,468



43. How old are you?

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	154	1,475



2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences

Demographic Information

FAA Geographic Region

	<u>ANM</u>	<u>Overall</u>
<i>n</i>	154	1,475

Frequency (n)

<u>ANM</u> <u>Overall</u>			% of Pilots**	
<u>ANM</u>	<u>Overall</u>		<u>ANM</u>	<u>Overall</u>
0	8	Alaskan (AAL)	0.0	0.5
0	107	Central (ACE)	0.0	7.3
0	298	Eastern (AEA) Note: ANE consolidated with AEA in 2006	0.0	20.2
0	259	Great Lakes (AGL)	0.0	17.6
154	154	Northwest Mountain (ANM)	100.0	10.4
0	257	Southern (ASO)	0.0	17.4
0	171	Southwest (ASW)	0.0	11.6
0	221	Western-Pacific (AWP)	0.0	15.0

***The Percent (%) of Pilots is calculated by dividing the number of pilots in each region by the number of pilots who responded to the survey for each year (n) and multiplying by 100.*

Appendix A

2007 Private Pilot ASEL:
Assessment of Instruction and Practical Test Experiences

Private Pilot Airplane Single-Engine Land (P-ASEL): Assessment of Instruction and Practical Test Experiences

This questionnaire is being administered to all General Aviation pilots who have been certified recently for the Private Pilot Airplane Single-Engine Land (P-ASEL) category and class rating. You have received this survey as a result of your recent ASEL certification.

1. Were you recently certified for the P-ASEL category and class rating?

YES

NO (if no, please stop here and return the survey in the envelope provided)

If yes, how long has it been since you completed your practical test for the P-ASEL category and class rating?

Less than 1 month

1 month to less than 2 months

2 months to less than 3 months

More than 3 months

2. Which of the following most accurately describes your most recent practical test for the P-ASEL category and class rating? Your most recent practical test refers to all testing sessions that you may have completed with an examiner for your P-ASEL category and class rating.

A complete test (not interrupted)

A partial test (continuance due to an interruption by weather, maintenance, illness, or other nonperformance-related factor)

A re-test

Instructions: The items in this section ask about your experiences with your pilot school or independent flight instructor.

3. How did you obtain your flight training? (If both, select the one that provided you the most training and keep it in mind when answering the remaining items in this section.)

Pilot school

Independent flight instructor

4. Did you graduate from an FAA-approved Part 141 pilot school?

Yes

No (if no, skip to item 6)

Don't know

5. If you are a graduate of an FAA-approved Part 141 pilot school, how did you take your most recent practical test for certification for the P-ASEL certificate and rating?

Designated Pilot Examiner (DPE)

Final phase check by a Part 141 pilot school employee (NOT by a DPE)

Both DPE and final phase check

Don't know

6. Did you obtain a copy of the FAA Practical Test Standards (PTS) for the certificate or rating for which you trained?

Yes

No (if no, skip to item 11)

Don't know

7. When did you obtain a copy of the FAA PTS?

Before or early in training

About half-way through training

Latter part of training

After training

8. Did you review the PTS to obtain a complete understanding of the requirements for your practical test?

Yes

No

9. Did you use the PTS to judge your performance of the required flight maneuvers?

Yes

No

10. Did you use the PTS to determine the knowledge required for your oral (ground) examination?

Yes

No

11. Did your instructor(s) use the standards required by the PTS to measure your flight training performance?

Yes

No

Don't know

Private Pilot Airplane Single-Engine Land (P-ASEL): Assessment of Instruction and Practical Test Experiences

12. To what extent do you feel that your instructor(s) prepared you adequately for the oral (ground) and flight portions of the practical test?

Oral (Ground) Test

- Not at all Limited extent Moderate extent Considerable extent Great extent

Flight Test

- Not at all Limited extent Moderate extent Considerable extent Great extent

13. In preparation for your practical test, did your flight instructor advise you that the pilot examiner would assess runway incursion avoidance?

- Yes No Don't know

14. During your training did your instructor(s) emphasize the importance of effective visual scanning/collision avoidance procedures?

- Yes No Don't know

15. On the scale below, please rate the quality of your flight instruction.

-
- Not acceptable Extremely well done

Instructions: The items in this section ask about your experiences with the examiner who administered the oral (ground) and flight portions of your most recent practical test. Your most recent practical test refers to all testing sessions that you may have completed with an examiner for your Private Pilot Airplane Single-Engine Land (P-ASEL) category and class rating.

16. To what extent was the examiner who conducted your practical test prepared and organized to conduct the test when you arrived?

- Not at all Limited extent Moderate extent Considerable extent Great extent

17. To what extent was the oral (ground) portion of the practical test conducted in a place that was free of distractions?

- Not at all Limited extent Moderate extent Considerable extent Great extent

18. To what extent did the examiner use a prepared, written plan in the conduct of the oral (ground) and flight portions of the practical test?

- Not at all Limited extent Moderate extent Considerable extent Great extent

19. If you received a briefing from your examiner prior to the flight portion of the practical test, which of the following areas were covered? [Mark all that apply.]

- Procedures for positive exchange of flight controls (who is flying the aircraft)
- Procedures for an actual in-flight emergency
- Method(s) used by the examiner to simulate emergencies
- Repetition of maneuvers
- Satisfactory performance criteria
- Unsatisfactory performance criteria
- I did not receive a briefing prior to the flight portion of the practical test
- Don't know

Private Pilot Airplane Single-Engine Land (P-ASEL): Assessment of Instruction and Practical Test Experiences

20. Please indicate the subject areas that were evaluated by your examiner. [Mark all that apply.]

- | | |
|--|---|
| <input type="checkbox"/> Stall/Spin Awareness | <input type="checkbox"/> Low Level Wind Shear |
| <input type="checkbox"/> Wake Turbulence Avoidance | <input type="checkbox"/> Land and Hold Short Operations (LAHSO) |
| <input type="checkbox"/> Positive Aircraft Control | <input type="checkbox"/> Collision Avoidance on the Ground (Runway Incursion Avoidance) |
| <input type="checkbox"/> Controlled Flight Into Terrain (CFIT) | <input type="checkbox"/> In-flight Collision Avoidance |
| <input type="checkbox"/> Checklist Usage | <input type="checkbox"/> Don't know |
| <input type="checkbox"/> Aeronautical Decision Making (ADM) | |

21. Please indicate the events for which you utilized a checklist. [Mark all that apply.]

- | | | |
|---|---|---|
| <input type="checkbox"/> Preflight inspection | <input type="checkbox"/> Cruise flight | <input type="checkbox"/> Emergency approach and landing |
| <input type="checkbox"/> Engine starting | <input type="checkbox"/> Descent | <input type="checkbox"/> After landing |
| <input type="checkbox"/> Before takeoff check | <input type="checkbox"/> Approach and landing | <input type="checkbox"/> Engine shutdown |
| <input type="checkbox"/> Takeoff and climb | <input type="checkbox"/> Go-around | |

22. Prior to your flight, did you present any portion of (or a copy of) the maintenance logbook for the aircraft you used during the practical test?

- Yes No (if no, skip to item 24)

23. Did the examiner ask you to explain the maintenance logbook entries for the aircraft you used during the practical test?

- Yes No

24. Did the examiner ask any maintenance or aircraft airworthiness questions?

- Yes No Don't know

25. How much time did you spend on the flight portion of the practical test?

- | | |
|---|---|
| <input type="checkbox"/> Less than 30 min. | <input type="checkbox"/> 2 to less than 2½ hrs. |
| <input type="checkbox"/> 30 min. to less than 1 hr. | <input type="checkbox"/> 2½ to less than 3 hrs. |
| <input type="checkbox"/> 1 to less than 1½ hrs. | <input type="checkbox"/> More than 3 hrs. |
| <input type="checkbox"/> 1½ to less than 2 hrs. | |

26. How much time did you spend on the oral (ground) portion of the practical test prior to the flight portion?

- | | |
|---|---|
| <input type="checkbox"/> Less than 30 min. | <input type="checkbox"/> 2 to less than 2½ hrs. |
| <input type="checkbox"/> 30 min. to less than 1 hr. | <input type="checkbox"/> 2½ to less than 3 hrs. |
| <input type="checkbox"/> 1 to less than 1½ hrs. | <input type="checkbox"/> More than 3 hrs. |
| <input type="checkbox"/> 1½ to less than 2 hrs. | |

27. Did an actual distraction occur during a taxi, departure, or arrival phase of the flight?

- Yes (if yes, skip to item 30)
 No
 I did not detect an actual distraction

28. Did the examiner provide a distraction during a taxi, departure, or arrival phase of the flight?

- Yes
 No (if no, skip to item 30)
 I did not detect a distraction (if did not detect, skip to item 30)

Private Pilot Airplane Single-Engine Land (P-ASEL): Assessment of Instruction and Practical Test Experiences

29. If the examiner provided a distraction, to what extent was the distraction realistic?

- Not at all
 Limited extent
 Moderate extent
 Considerable extent
 Great extent

30. Did the examiner require a procedure that jeopardized safety?

- Yes
 No
 Don't know

If yes, please explain.

31. Did the examiner ask you to make a “go/no-go” decision based on available weather information?

- Yes
 No

32. On your most recent practical test, how many landings to a touch down did you demonstrate?

- 1 landing
 2
 3
 4
 5
 6
 More than 6 landings

Instructions: This section contains a list of technical subject areas, maneuvers, and procedures (events).

Please indicate all events the examiner asked you to explain and/or demonstrate during your most recent practical test. Your most recent practical test refers to all testing sessions that you may have completed with an examiner for your Private Pilot Airplane Single-Engine Land (P-ASEL) category and class rating. Also, please identify whether or not you were asked to repeat any maneuver or procedure. Additionally, if you were asked to repeat an event, please provide the reason the examiner gave for the request to repeat the event.

Technical Subject Areas, Maneuvers, and Procedures (Event)

Event	Was the <u>event</u> evaluated?			Were you asked to <u>repeat</u> the <u>event</u> ?		Examiner's <u>reason</u> for the request to <u>repeat</u> the <u>event</u> .
	<u>Yes</u>	<u>No</u>	<u>Don't know</u>	<u>Yes</u>	<u>No</u>	
Preflight Preparation						
a. Certificates and Documents	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
b. Airworthiness Requirements	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
c. Weather Information	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
d. Cross-country Flight Planning	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
e. Basic VFR Weather Minimums	e. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
f. Airspace Classes	f. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	f. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
g. Special Use and Other Airspace Areas	g. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	g. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
h. Performance and Limitations	h. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	h. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
i. Weight and Balance	i. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	i. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
j. Operation of Systems	j. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	j. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
k. Minimum Equipment List	k. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	k. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
l. Aeromedical Factors	l. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	l. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

Private Pilot Airplane Single-Engine Land (P-ASEL): Assessment of Instruction and Practical Test Experiences

Technical Subject Areas, Maneuvers, and Procedures (Event)

Event	Was the <u>event</u> evaluated?			Were you asked to <u>repeat</u> the <u>event</u> ?			Examiner's reason for the request to <u>repeat</u> the <u>event</u> .
	<u>Yes</u>	<u>No</u>	<u>Don't know</u>	<u>Yes</u>	<u>No</u>		
Preflight Procedures							
a. Preflight Inspection	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
b. Cockpit Management	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
c. Engine Starting	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
d. Taxiing	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
e. Before Takeoff Check	e. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
Airport Operations							
a. Radio Communications and ATC Light Signals	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
b. Traffic Patterns	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
c. Airport, Runway and Taxiway Signs, Markings, and Lighting	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
Takeoffs, Landings, and Go-Arounds							
a. Normal and Crosswind Takeoff and Climb	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
b. Normal and Crosswind Approach and Landing	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
c. Soft-field Takeoff and Climb	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
d. Soft-field Approach and Landing	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
e. Short-field Takeoff and Maximum Performance Climb	e. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
f. Short-field Approach and Landing	f. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	f. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
g. Forward Slip to a Landing	g. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	g. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
h. Go-around/Rejected Landing	h. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	h. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
Performance Maneuver							
a. Steep Turns	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
Ground Reference Maneuvers							
a. Rectangular Course	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
b. S-Turns	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
c. Turns Around a Point	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
Navigation							
a. Pilotage and Dead Reckoning	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
b. Navigation Systems and Radar Services	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
c. Diversion	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>
d. Lost Procedures	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. <input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>

Private Pilot Airplane Single-Engine Land (P-ASEL): Assessment of Instruction and Practical Test Experiences

Technical Subject Areas, Maneuvers, and Procedures (Event)

Event	Was the <u>event</u> evaluated?			Were you asked to <u>repeat</u> the <u>event</u> ?		Examiner's <u>reason</u> for the request to <u>repeat</u> the <u>event</u> .
	<u>Yes</u>	<u>No</u>	<u>Don't know</u>	<u>Yes</u>	<u>No</u>	
Slow Flight and Stalls						
a. Maneuvering During Slow Flight	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
b. Power-off Stalls	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
c. Power-on Stalls	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
d. Spin Awareness	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Maneuvers/Procedures in Simulated Instrument Conditions						
a. Straight -and- Level Flight	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
b. Constant Airspeed Climbs	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
c. Constant Airspeed Descents	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
d. Turns to Headings	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
e. Recovery from Unusual Flight Attitudes	e. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
f. Radio Communications, Navigation Systems/Facilities, and Radar Services	f. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	f. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Emergency Operations						
a. Emergency Approach and Landing	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
b. Systems and Equipment Malfunctions	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
c. Emergency Equipment and Survival Gear	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Night Operation						
a. Night Preparation	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Postflight Procedures						
a. After Landing	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
b. Parking and Securing	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. <input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

Instructions: Your most recent practical test refers to all testing sessions that you may have completed with an examiner for your P-ASEL category and class rating.

33. On your most recent practical test, did you demonstrate a crosswind takeoff?

- Yes (if yes, skip to item 35) No

34. If you did not demonstrate a crosswind takeoff, did the examiner evaluate your knowledge of crosswind takeoffs through oral testing?

- Yes No

35. On your most recent practical test, did you demonstrate a crosswind landing?

- Yes (if yes, skip to item 37) No

Private Pilot Airplane Single-Engine Land (P-ASEL): Assessment of Instruction and Practical Test Experiences

36. If you did not demonstrate a crosswind landing, did the examiner evaluate your knowledge of crosswind landings through oral testing?

Yes No

37. On your most recent practical test, did the examiner ask you to perform any maneuver(s) or procedure(s) or to explain any technical subject area(s) for which you had not been adequately prepared by your instructor(s)?

Yes No

If yes, please explain.

38. Have you ever failed a practical test for the P-ASEL category and class rating?

Yes No (if no, skip to item 39)

If yes, did you receive a disapproval notice ("pink" slip) or were you notified electronically?

Yes No

If you did not receive a disapproval notice ("pink" slip) or electronic notification, please explain.

39. Have you ever been directed by an examiner to seek further instruction and return at a later date to complete the practical test for the P-ASEL category and class rating?

Yes No (if no, skip to item 40)

If yes, did you receive a disapproval notice ("pink" slip) or were you notified electronically?

Yes No

If you did not receive a disapproval notice ("pink" slip) or electronic notification, please explain.

40. On your most recent practical test, did you perform any maneuver that failed to conform to the requirements of the Private Pilot Practical Test Standards?

Yes No (if no, skip to item 41) Don't know

If yes, was the error noted by the examiner?

Yes No Don't know

41. What was the fee you paid for your initial Private Pilot Practical Test for your ASEL category and class rating?

\$150 or less \$151 to \$250 \$251 to \$350 \$351 or more

42. Are you:

Male Female

43. How old are you?

25 or Under 26 to 35 36 to 45 46 to 55 56 to 65 66 or older

Thank you for your participation!

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Appendix B

2007 Private Pilot ASEL:
Assessment of Instruction and Practical Test Experiences

Responses for Open-Ended Survey Items for Northwest Mountain Region Pilots

This appendix contains verbatim pilot responses to open-ended items for the 2007 Private Pilot ASEL: Assessment of Instruction and Practical Test Experiences for Northwest Mountain Region pilots. Several items on the questionnaire asked pilots to provide an explanation for their responses. Additionally, if a pilot was requested by the examiner to repeat an event (technical subject areas, maneuvers, or procedures), they were asked to provide the reason given by the examiner for the request to repeat (Reason for Repeat). Explanations for items 30a, 37a, 39b, and Reasons for Repeat are presented in this Appendix.

Table 1 lists the pilot responses to item 30a, which asked pilots to provide an explanation if they indicated 'yes' when asked whether the examiner required them to perform a procedure that jeopardized safety (item 30).

Table 1. 2007 Pilot Explanations for a 'Yes' Response on Item 30.

30. Did the examiner require a procedure that jeopardized safety?

a. If yes, please explain:

-
- ** "He demonstrates what to do in the event of spin - showed via stall and then discussed."
 - ** "Total engine failure."
-
-

Includes only those pilots indicating 'yes' on item 30.

Item 37 inquired as to whether, on their most recent practical test, pilots were asked to explain technical subject areas or perform maneuvers or procedures for which they had not been adequately trained. If the response was 'yes', they were asked to provide an explanation (item 37a). Table 2 lists pilot's verbatim explanations provided for item 37a.

Table 2. 2007 Pilot Explanations for a 'Yes' Response on Item 37.

37. On your most recent practical test, did the examiner ask you to perform any maneuver(s) or procedure(s) or to explain any technical subject area(s) for which you had not been adequately prepared by your instructor(s)?

a. If yes, please explain:

-
- ** "ADF tracking"
 - ** "Climbing power-on stall."
 - ** "Flight in Class B airspace, i.e., flight under 'birthday cake'."
 - ** "I was unclear about the weight/balance chart that I hadn't reviewed much."
 - ** "Landing on desired spot and partial power emergencies."
 - ** "Partial panel simulated instrumentally, stalls in with a bank."
 - ** "Power plant of the aircraft being used."
 - ** "Slip landing without flaps."
 - ** "Slips to a landing with no flaps."
 - ** "Steep turns, airport markings."
 - ** "Steep turns."
 - ** "Turn and descent in slow flight."
 - ** "Using S - curves to descend in control for emergency landing."
-
-

Includes only those pilots indicating 'yes' on item 37.

Item 39 asked pilots whether, on any practical test, an examiner directed the pilot to seek further instruction and return at a later date to complete the practical test. Item 39a asked those who indicated 'yes' to item 39 whether or not they received a disapproval notice ('pink' slip) or electronic notification. If the pilot did not receive a disapproval notice nor electronic notification, they were asked to provide an explanation as to why (item 39b). Verbatim responses to item 39b are shown in Table 3.

Table 3. 2007 Pilot Explanations for a 'No' Response to Item 39a.

39. Have you ever been directed by an examiner to seek further instruction and return at a later date to complete the practical test for the P-ASEL category and class rating?

a. If yes, did you receive a disapproval notice ('pink' slip) or were you notified electronically?

b. If you did not receive a disapproval notice ('pink' slip) or electronic notification, please explain.

Includes only those pilots indicating 'yes' on item 39 and 'no' on item 39a.

The survey provided a table listing technical subject areas, maneuvers, and procedures. Pilots were asked to indicate whether, on their most recent practical test, the examiner evaluated them on the specific topics within the subject areas (see Appendix A, p. A4-A6). The survey also asked pilots to indicate whether the examiner asked them to repeat any topic. Those pilots who indicated 'yes' a topic was evaluated, and 'yes' they were asked to repeat that topic were also asked to provide the reason the examiner gave for the request to repeat. The pilot's verbatim responses regarding the reasons given by the examiners for the request to repeat are provided in Table 4.

Table 4. Examiner's Reasons for Request to Repeat Event/Topic.

Technical Subject Area, Maneuver, Procedure (Event)

1. Preflight Preparation

a. Certificates and Documents

b. Airworthiness Requirements

c. Weather Information

** "Different weather."

** "Direction of thunderstorm rotation."

** "Due to continuance."

** "We did not fly the first day we meet because the weather was bad."

** "Wrong answer."

d. Cross-country Flight Planning

** "Different scenarios."

** "More detail required."

e. Basic VFR Weather Minimums

** "Further clarification."

** "The first time we met, we did the oral portion. Weather was bad so we rescheduled the flight portion of the exam."

** "Unclear answer - SVFR."

f. Airspace Classes

** "All classes."

** "Due to continuance."

** "Further clarification."

** "I confused some points."

** "Wrong answer."

g. Special Use and Other Airspace Areas

** "Couldn't decide between prohibited/restricted."

h. Performance and Limitations

i. Weight and Balance

** "Couldn't figure all charts."

** "Different loads."

** "Due to continuance."

j. Operation of Systems

k. Minimum Equipment List (MEL)

** "Disagreement on necessity of stall horn."

l. Aeromedical Factors

2. Preflight Procedures

a. Preflight Inspection

b. Cockpit Management

c. Engine Starting

d. Taxiing

e. Before Takeoff Check

3. Airport Operations

a. Radio Communications and ATC Light Signals

** "1st error - repeat."

b. Traffic Patterns

** "RP and LP."

c. Airport, Runway and Taxiway Signs, Markings, and Lighting

** "Got runway and taxiway lights backwards."

** "Review of taxiway signs."

Table 4. Examiner's Reasons for Request to Repeat Event/Topic (continued).

Technical Subject Area, Maneuver, Procedure (Event)

4. Takeoffs, Landings, and Go-Arounds

a. Normal and Crosswind Takeoff and Climb

b. Normal and Crosswind Approach and Landing

** "First was poor."

c. Soft-field Takeoff and Climb

** "Examiner had a different method."

** "To make sure I understood the procedure."

d. Soft-field Approach and Landing

** "1st attempt failed."

** "Bounced landing."

** "Didn't meet standards first time."

** "First was poor."

** "Rough landing."

e. Short-field Takeoff and Maximum Performance Climb

** "First was poor."

** "Too quick with flaps."

f. Short-field Approach and Landing

** "1st attempt failed."

** "First was poor."

** "Hard landing."

** "He wanted to see one with a forward slip/land."

** "I misunderstood target mark."

** "Missed once."

** "Needed improvement, strong crosswinds."

** "Not stabilized approach."

** "Poor approach."

g. Forward Slip to a Landing

** "Did not hit my spot."

** "He just wanted to see another."

** "Missed aiming point (too long)."

** "Speed control."

** "Too much energy."

** "Turbulence."

h. Go-around/Rejected Landing

5. Performance Maneuver

a. Steep Turns

** "Altitude."

** "Angle < 45 degrees."

** "At PTS Limits."

** "Did not hold altitude."

** "Didn't get to 45 degree bank angle on 1st attempt."

** "He wanted steeper."

** "Outside PTS standards."

** "Slight abruptness of the turn."

** "Too steep first time."

** "Unsatisfactory 1st time."

6. Ground Reference Maneuvers

a. Rectangular Course

** "In seek for sharper performance."

** "Wanted to see a better one."

b. S-turns

** "?"

** "Cross wind."

** "High winds/storm activity."

** "We had a disconnect on the point of beginning the maneuver. I was looking at one road, the inspector another."

Table 4. Examiner's Reasons for Request to Repeat Event/Topic (continued).

Technical Subject Area, Maneuver, Procedure (Event)

c. Turns Around a Point

- ** "Drifted downwind."
- ** "He was planning the next maneuver."
- ** "I asked to start over."
- ** "Point too far out."
- ** "Review performance."
- ** "Strong X-Wind."
- ** "Unsure of limit."

7. Navigation

a. Pilotage and Dead Reckoning

- ** "Missed check point."
- ** "Unsatisfactory 1st time."

b. Navigation Systems and Radar Services

c. Diversion

- ** "He diverted me twice. No problems with the first diversion, just wanted to go to a new area to perform maneuvers."

d. Lost procedures

- ** "Failed first step."
- ** "He evaluated me a couple of times in this area. Part was radio communication and the other was pilotage."

8. Slow Flight and Stalls

a. Maneuvering During Slow Flight

- ** "Climbed outside of turbulence in slow flight."
- ** "Lost a little altitude."
- ** "Maintain altitude."
- ** "Not slow enough."
- ** "Tall."

b. Power-off Stalls

- ** "Did 2 bank and stalls."
- ** "First attempt unsatisfactory to me. I requested another chance."
- ** "Maintain altitude."
- ** "No stall first time."
- ** "Throttle setting."
- ** "Training on lost engine stall recovery without power."

c. Power-on Stalls

- ** "Did 2 bank and stalls."
- ** "I did the maneuver within tolerance, however the plane has a tendency to drop a wing during this maneuver. He explained a different way to control the wing dropping, so we did the maneuver again."
- ** "I reported this was my least favorite maneuver so the examiner spent more time on it."
- ** "Maintain altitude."
- ** "Needed to be smoother."

d. Spin Awareness

9. Maneuvers/Procedures in Simulated Instrument Conditions

a. Straight-and-Level Flight

b. Constant Airspeed Climbs

c. Constant Airspeed Descents

d. Turns to Headings

- ** "Overshot."
- ** "We did several turns to headings, along with slow flight, under the hood and diversions."

e. Recovery from Unusual Flight Attitudes

- ** "He felt the first one was too easy."
- ** "He wanted to do 2."

f. Radio Communications, Navigation Systems/Facilities, and Radar Services

- ** "VOR OTS."

Table 4. Examiner's Reasons for Request to Repeat Event/Topic (continued).

Technical Subject Area, Maneuver, Procedure (Event)

10. Emergency Operations

a. Emergency Approach and Landing

- ** "First approach short."
- ** "Speed control."
- ** "Speed too high."
- ** "Was long / too high."
- ** "We did two different emergency procedures."
- ** "Wind correction."

b. Systems and Equipment Malfunctions

- ** "Did not use checklist."
- ** "We also talked about this on the ground and in the air."

c. Emergency Equipment and Survival Gear

11. Night Operation

a. Night Preparation

12. Postflight Procedures

a. After Landing

b. Parking and Securing

Includes only those pilots indicating that they were asked to repeat a event/topic.