

## PTS Performance Standards

Item	PVT	COMM / CFG
IV Q Landings: Approach speed	+10/-5 kts	± 5 kts
IV Q landings stopping point before point	200'	100'
IV S Downwind Landing Approach Speed	± 5 kts	± 5 kts
V A Minimum Sink Airspeed	± 5 kts	± 5 kts
V B Speed to Fly	± 5 kts	± 5 kts
VII A Straight Glides	± 10° ± 10kts	± 10° ±5 kts
VII B Turns to headings	± 10° ± 10 kts	± 10° ±5 kts
VII C Steep Turns 45° bank ±5° , Heading 10°	± 10 kts	± 5 kts, 720°'s
IX A Minimum Control Airspeed — straight flight	± 10° hdg	± 10° hdg
IX A Minimum Control Airspeed – turns	± 10° bank	±5°
IX B Stall recognition and recovery – bank angle 15°	± 10°	±5°

## Flight Maneuvers

Maneuver	PVT	COMM	CFG
Normal and Crosswind takeoff	X	X	X
Maintaining Tow Position	x	X	x
Slack Line	X	X	X
Boxing the wake	X	X	x
Tow Release	X	X	X
Abnormal Occurrences (rope break, rock off, etc)	X	X	X
Traffic Patterns	X	X	X
Normal and Crosswind landing	X	X	X
Accuracy Landing	X	X	X
Simulated Off-field landing without use of altimeter	Oral only	x	x
Slips to Landing (forward and side slips)	With & without spoilers	Without spoilers	Without spoilers
Downwind landing	examiner's discretion	x	x
Minimum Sink Airspeed	X	X	x
Speed to Fly	X	X	x
Thermal / Ridge-slope / wave soaring	Flight or oral testing		
Straight glides (tracks landmark at specified speed). Maintains speed as drag changes	X	X	x
Turns to headings	X	X	x
Steep turns (Knowledge: stall & adverse effects)	# Turns not specified	720°	720°
Recovery from spiral dive			x
Flight at MCA	X	X	X
Stalls (maneuver complete by 1500 AGL)	X	X	X
After Landing / securing	X	X	X