

PTS QUICK-REFERENCE TABLE

Private Pilot ASEL

Task	Altitude	Heading	Airspeed	Distance / Bank
Traffic pattern	+/- 100 ft.	-	+/- 10 kt.	-
Normal and crosswind takeoff and climb	-	-	Vy +10/-5 kt.	-
Normal and crosswind approach and landing	-	-	1.3 Vso +10/-5 kt.	+400/-0 ft.
Soft-field takeoff and climb	-	-	Vx or Vy +10/-5 kt.	-
Soft-field approach and landing	-	-	1.3 Vso +10/-5 kt.	-
Short-field takeoff and maximum performance climb	-	-	Vx or Vy +10/-5 kt.	-
Short field approach and landing	-	-	1.3 Vso +10/-5 kt.	+200/-0 ft.
Forward slip to a landing	-	-	-	+400/-0 ft.
Go-around/rejected landing	-	-	Vy +10/-5 kt.	-
Steep turns	+/- 100 ft.	+/- 10 deg.	Not to exceed Va +/- 10 kt.	45 deg. +/- 5 deg.
Rectangular course	+/- 100 ft.	-	+/- 10 kt.	-
S-turns	+/- 100 ft.	-	+/- 10 kt.	-

Turns around a point	+/- 100 ft.	-	+/- 10 kt.	-
Pilotage and dead reckoning	+/- 200 ft.	+/- 15 deg.	<i>Arrives within 5 minutes of initial or revised ETA</i>	<i>Verifies position within 3 nm of flight-planned route</i>
Navigation systems and radar services	+/- 200 ft.	+/- 15 deg.	-	-
Diversion	+/- 200 ft.	+/- 15 deg.	-	-
Slow flight	+/- 100 ft.	+/- 10 deg.	+10/-0 kt.	+/- 10 deg.
Power-off stalls	-	+/- 10 deg.	-	+/- 10 deg.
Power-on stalls	-	+/- 10 deg.	-	+/- 10 deg.
Straight and level flight (simulated instrument)	+/- 200 ft.	+/- 20 deg.	+/- 10 kt.	-
Constant airspeed climbs (simulated instrument)	+/- 200 ft.	+/- 20 deg.	+/- 10 kt.	-
Constant airspeed descents (simulated instrument)	+/- 200 ft.	+/- 20 deg.	+/- 10 kt.	-
Turns to headings (simulated instrument)	+/- 200 ft.	+/- 10 deg.	+/- 10 kt.	-

Radio communications, navigation systems/facilities, and radar services (simulated instrument)	+/- 200 ft.	+/- 20 deg.	+/- 10 kt.	-
Emergency approach and landing	-	-	Best glide +/- 10 kt.	-