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AC NO: 61-78

DATE: 10/10/74



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: SUBSTITUTE "ACCEPTABLE PERFORMANCE GUIDELINES"
APPLICABLE TO AC 61-55, COMMERCIAL PILOT-AIRPLANE
FLIGHT TEST GUIDE

1. PURPOSE.

This supplementary Advisory Circular, AC 61-78, is to be used in conjunction with AC 61-55, COMMERCIAL PILOT-AIRPLANE FLIGHT TEST GUIDE, in conducting flight tests of applicants seeking a single-engine sea class rating at the commercial pilot skill level.

2. BACKGROUND.

According to Part 61 (revised) of the Federal Aviation Regulations, an individual who is applying for a pilot certificate with an associated class rating, or for an additional class rating after his pilot certificate has been issued, must pass a flight test appropriate to his pilot certificate and applicable to the aircraft category and class rating sought. Since AC 61-55, COMMERCIAL PILOT-AIRPLANE FLIGHT TEST GUIDE, sets forth the same performance standards for a single-engine sea class rating as AC 61-54, PRIVATE PILOT-AIRPLANE FLIGHT TEST GUIDE, the acceptable performance guidelines appearing in AC 61-55, COMMERCIAL PILOT-AIRPLANE FLIGHT TEST GUIDE, relating to seaplane taxiing, takeoffs, and landings will be considered to apply to the private pilot flight test. The higher performance standards for those maneuvers which appear in this supplementary Advisory Circular, AC 61-78, will apply ONLY to the commercial pilot skill level. AC 61-80 provides additional guidance in deter-

mining which flight test guides and supplementary advisory circulars are to be used in administering private and commercial pilot flight tests for initial certification or for additional class ratings in airplanes.

3. APPLICATION.

For the commercial pilot skill level, the following "Acceptable Performance Guidelines" are to be substituted for the corresponding guidelines on the referenced pages of AC 61-55, COMMERCIAL PILOT-AIRPLANE FLIGHT TEST GUIDE.

a. Seaplane Taxiing. (AC 61-55, page 20, paragraph C.2., Acceptable Performance Guidelines.) The applicant shall display a high degree of competence and professional ability in taxiing under various conditions. Performance shall be evaluated on the applicant's knowledge of and ability to precisely and accurately use flight controls, propeller thrust, and water rudder, with consideration of wind velocity and water currents to precisely maneuver the seaplane along a predetermined course. Any lack of knowledge or ability to analyze and cope with existing conditions, faulty techniques, or hesitation in the proper use of controls shall be disqualifying.

b. Seaplane Takeoffs. (AC 61-55, page 21, paragraph D.2., Acceptable Performance Guidelines.) The applicant shall display a high degree of competence and professional ability during

takeoffs under various conditions. Performance shall be evaluated on the applicant's knowledge of and ability to precisely and accurately operate the power and flight controls to achieve precise directional control, and to achieve prompt and efficient planing and takeoff attitude. This shall include a smooth, effective transition to flight with full consideration of wind conditions and other factors that may adversely affect the take-off. Any lack of knowledge, or inability to cope with existing conditions, or failure to achieve proper planing or takeoff attitude, or failure to take timely action to prevent porpoising while on the step, shall be disqualifying.

c. **Seaplane Landings.** (AC 61-55, page 22, paragraph E.2., Acceptable Performance Guide-

lines.) The applicant shall display a high degree of competence and professional ability during landing under various conditions. Performance shall be evaluated on the applicant's knowledge of and ability to use power and flight controls in such a manner as to achieve precise and accurate approaches that will lead to smooth touchdowns within the area specified by the examiner. This shall include correcting for wind effect during approaches and landings, maintaining a desired final approach speed, and the correct use of flight controls. Any lack of knowledge or ability to analyze and cope with existing conditions, or improper technique to achieve accurate approaches and landings, shall be disqualifying.

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Acting Director, Flight Standards Service

Page 2

Par 3
 90382

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