

Current Rule

01/30/2012

- II. Flying Event Rules
- B. Short Field Landing
- 6. Scoring

f. Tail wheel equipped airplanes must touchdown in a three-point attitude. Tricycle gear airplanes must touchdown in a full stall attitude. Improper traffic pattern, approach, flare, and touchdown shall result in a penalty. The exact amount shall be determined by the judges.

Proposed Rule (changes in red, bold, *italic print*)

- II. Flying Event Rules
- B. Short Field Landing
- 6. Scoring

f. Tail wheel equipped airplanes must touchdown in a three-point attitude. Tricycle gear airplanes must touchdown in a full stall attitude **at minimum control airspeed**. Improper traffic pattern, approach, flare, and touchdown shall result in a penalty. The exact amount shall be determined by the judges

Rationale

The following rationale has been provided by the Judges Committee of the proposed change. The NIFA Council has discussed the proposed change and agreed with the following rationale

The FAA Practical Test Standards for Private Pilots was changed some time ago for Short Field Landing (Aug 2002) to desire landing at Minimum Control Airspeed vice a full stall. See below copied out of the Private Pilot PTS:

F. TASK: SHORT-FIELD APPROACH (CONFINED AREA—ASES) AND LANDING (ASEL and ASES)

REFERENCES: FAA-H-8083-3; POH/AFM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to a short-field (confined area ASES) approach and landing.
2. Adequately surveys the intended landing area (ASES).
3. Considers the wind conditions, landing surface, obstructions, and selects the most suitable touchdown point.
4. Establishes the recommended approach and landing configuration and airspeed; adjusts pitch attitude and power as required.
5. Maintains a stabilized approach and recommended approach airspeed, or in its absence not more than 1.3 V_{SO} , +10/-5 knots, with wind gust factor applied.
6. Makes smooth, timely, and correct control application during the roundout and touchdown.
7. Selects the proper landing path, contacts the water at the minimum safe airspeed with the proper pitch attitude for the surface conditions (ASES).
- 8. Touches down smoothly at minimum control airspeed (ASEL).**
9. Touches down at or within 200 feet (60 meters) beyond a specified point, with no side drift, minimum float and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
10. Maintains crosswind correction and directional control throughout the approach and landing sequence.
11. Applies brakes, (ASEL) or elevator control (ASES), as necessary, to stop in the shortest distance consistent with safety.
12. Completes the appropriate checklist.

Submitted

Darryl A. Stubbs
NIFA Senior Chief Judge