### IV. Takeoffs, Landings, and Go-Arounds

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<th>Task</th>
<th>Task B. Normal Approach and Landing</th>
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| **Objective** | To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with a normal approach and landing with emphasis on proper use and coordination of flight controls.  

*Note: If a crosswind condition does not exist, the applicant’s knowledge of crosswind elements must be evaluated through oral testing.* |
| **Knowledge** | The applicant demonstrates understanding of:  

- PA.IV.B.K1 1. Available landing distance.  
- PA.IV.B.K2 2. Stabilized approach and interpretation and use of visual glide scope indicators.  
- PA.IV.B.K5 5. Wind conditions and effects.  
- PA.IV.B.K7 7. Land and hold short operations (LAHSO) or option to refuse LAHSO restriction. |
| **Risk Management** | The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:  

- PA.IV.B.R1 1. Failure to select the appropriate runway based on wind, pilot capability, and airplane limitations.  
- PA.IV.B.R2 2. Exceeding the manufacturer’s maximum demonstrated crosswind component.  
- PA.IV.B.R5 5. Wake turbulence.  
- PA.IV.B.R7 7. Low altitude maneuvering.  
- PA.IV.B.R8 8. Collision avoidance, scanning, obstacle and wire strike avoidance.  
- PA.IV.B.R10 10. Obstacles on approach and landing paths.  
- PA.IV.B.R11 11. Failure to recognize the need to perform a go-around/rejected landing.  
- PA.IV.B.R14 14. Failure to adhere to sterile cockpit requirement. |
| **Skills** | The applicant demonstrates the ability to:  

- PA.IV.B.S1 1. Ensure the aircraft is on the correct/assigned runway.  
- PA.IV.B.S2 2. Scan the landing runway/areas and adjoining areas for possible obstructions for landing.  
- PA.IV.B.S3 3. Complete the appropriate checklist.  
- PA.IV.B.S4 4. Consider the wind conditions, landing surface, obstructions, and selects a suitable touchdown point.  
- PA.IV.B.S5 5. Establish the recommended approach and landing configuration and airspeed, and adjusts pitch attitude and power as required.  
- PA.IV.B.S6 6. Maintain a stabilized approach and recommended airspeed, or in its absence, not more than 1.3 $V_{SO}$, with wind gust factor applied +10/-5 knots, or as recommended by the aircraft manufacturer for the aircraft type and gust velocity.  
- PA.IV.B.S7 7. Make smooth, timely, and correct control applications:  
  - a. During the round out and touchdown (ASEL, AMEL)  
  - b. During the round out and touchdown to contact the water at the proper pitch attitude (ASES, AMES)  
- PA.IV.B.S8 8. Touch down smoothly at a speed that provides little or no aerodynamic lift. |
### Task B. Normal Approach and Landing

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<tbody>
<tr>
<td>PA.IV.B.S9</td>
<td>9. Touch down within the available runway or water landing area, within 400 feet beyond a specified point with no drift, and with the airplane’s longitudinal axis aligned with and over the runway centerline.</td>
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<tr>
<td>PA.IV.B.S10</td>
<td>10. Maintain crosswind correction and directional control throughout the approach and landing sequence.</td>
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<tr>
<td>PA.IV.B.S11</td>
<td>11. Execute a timely go-around decision when the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.</td>
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<td>PA.IV.B.S12</td>
<td>12. Utilize after landing runway incursion avoidance procedures.</td>
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