

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

<b>Task</b>	<b>D. Soft-Field Approach and Landing (ASEL)</b>
<b>References</b>	FAA-H-8083-2, FAA-H-8083-3; POH/AFM; AIM
<b>Objective</b>	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with a soft-field approach and landing with emphasis on proper use and coordination of flight controls.
<b>Knowledge</b>	The applicant demonstrates understanding of:
PA.IV.D.K1	A stabilized approach, to include energy management concepts.
PA.IV.D.K2	Effects of atmospheric conditions, including wind, on approach and landing performance.
PA.IV.D.K3	Wind correction techniques on approach and landing.
<b>Risk Management</b>	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
PA.IV.D.R1	Selection of runway based on pilot capability, airplane performance and limitations, available distance, and wind.
PA.IV.D.R2	Effects of:
PA.IV.D.R2a	a. Crosswind
PA.IV.D.R2b	b. Windshear
PA.IV.D.R2c	c. Tailwind
PA.IV.D.R2d	d. Wake turbulence
PA.IV.D.R2e	e. Runway surface/condition
PA.IV.D.R3	Planning for:
PA.IV.D.R3a	a. Go-around and rejected landing
PA.IV.D.R3b	b. Land and hold short operations (LAHSO)
PA.IV.D.R4	Collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, persons, and wildlife.
PA.IV.D.R5	Low altitude maneuvering including stall, spin, or CFIT.
PA.IV.D.R6	Distractions, loss of situational awareness, or improper task management.
<b>Skills</b>	The applicant demonstrates the ability to:
PA.IV.D.S1	Complete the appropriate checklist.
PA.IV.D.S2	Make radio calls as appropriate.
PA.IV.D.S3	Ensure the airplane is aligned with the correct/assigned runway.
PA.IV.D.S4	Scan the landing runway and adjoining area for traffic and obstructions.
PA.IV.D.S5	Select and aim for a suitable touchdown point considering the wind, landing surface, and obstructions.
PA.IV.D.S6	Establish the recommended approach and landing configuration and airspeed, and adjust pitch attitude and power as required to maintain a stabilized approach.
PA.IV.D.S7	Maintain manufacturer's published approach airspeed or in its absence not more than 1.3 $V_{SO}$ , +10/-5 knots with gust factor applied.
PA.IV.D.S8	Maintain directional control and appropriate crosswind correction throughout the approach and landing.
PA.IV.D.S9	Make smooth, timely, and correct control inputs during the round out and touchdown, and, for tricycle gear airplanes, keep the nose wheel off the surface until loss of elevator effectiveness.
PA.IV.D.S10	Touch down at a proper pitch attitude with minimum sink rate, no side drift, and with the airplane's longitudinal axis aligned with the center of the runway.
PA.IV.D.S11	Maintain elevator as recommended by manufacturer during rollout and exit the "soft" area at a speed that would preclude sinking into the surface.
PA.IV.D.S12	Execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.
PA.IV.D.S13	Maintain proper position of the flight controls and sufficient speed to taxi while on the soft surface.

**Same as short field but use power to feel for the ground -hold nose-up. No 50ft object -Vx. No Brakes.**