IV. Takeoffs, Landings, and Go-Arounds

Task	***M. Forward Slip to a Landing (ASEL, ASES)***
References	FAA-H-8083-2, FAA-H-8083-3; POH/AFM; AIM
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with a forward slip to a landing.
Knowledge	The applicant demonstrates understanding of:
PA.IV.M.K1	Concepts of energy management during a forward slip approach.
PA.IV.M.K2	Effects of atmospheric conditions, including wind, on approach and landing performance.
PA.IV.M.K3	Wind correction techniques during forward slip.
PA.IV.M.K4	When and why a forward slip approach is used during an approach.
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
PA.IV.M.R1	Selection of runway or approach path and touchdown area based on pilot capability, airplane performance and limitations, available distance, and wind.
PA.IV.M.R2	Effects of:
PA.IV.M.R2a	a. Crosswind
PA.IV.M.R2b	b. Windshear
PA.IV.M.R2c	c. Tailwind
PA.IV.M.R2d	d. Wake turbulence
PA.IV.M.R2e	e. Landing surface/condition
PA.IV.M.R3	Planning for:
PA.IV.M.R3a	a. Go-around and rejected landing
PA.IV.M.R3b	b. Land and hold short operations (LAHSO)
PA.IV.M.R4	Collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.
PA.IV.M.R5	Low altitude maneuvering including stall, spin, or CFIT.
PA.IV.M.R6	Distractions, loss of situational awareness, or improper task management.
PA.IV.M.R7	Forward slip operations, including fuel flowage, tail stalls with flaps, and lack of airspeed control.
PA.IV.M.R8	Surface contact with the airplane's longitudinal axis misaligned.
PA.IV.M.R9	Unstable approach.
Skills	The applicant demonstrates the ability to:
PA.IV.M.S1	Complete the appropriate checklist.
PA.IV.M.S2	Make radio calls as appropriate.
PA.IV.M.S3	Plan and follow a flightpath to the selected landing area considering altitude, wind, terrain, and obstructions.
PA.IV.M.S4	Select the most suitable touchdown point based on wind, landing surface, obstructions, and airplane limitations.
PA.IV.M.S5	Position airplane on downwind leg, parallel to landing runway.
PA.IV.M.S6	Configure the airplane correctly.
PA.IV.M.S7	As necessary, correlate crosswind with direction of forward slip and transition to sideslip before touchdown.
PA.IV.M.S8	Touch down at a proper pitch attitude, within 400 feet beyond or on the specified point, with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
PA.IV.M.S9	Maintain a ground track aligned with the runway center/landing path.