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Flight Instructor Training

Welcome to the
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Pilot Training

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What's on for Today?



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Moderated Open Mic – 2nd Hour
Open Mic or CFI Study Group

CFI Bootcamp

Flight Instructor Training

Regulations and Endorsements

How to Correctly and Legally Conduct an IPC

There is more to the story than the regulation

How to Correctly and Legally Conduct an IPC

Regulation 61.57(d)(e)



After one year – IPC Required

How to Correctly and Legally Conduct an IPC

Regulation 61.57(d)(e)



Within a year currency can be regained by safety pilot/CFII

How to Correctly and Legally Conduct an IPC

What's required? - 61.57(e) – Instrument Proficiency Check



Mandated tasks are in the Instrument Rating Airplane ACS Appendix

How to Correctly and Legally Conduct an IPC

What's required? - 61.57(e) – Instrument Proficiency Check



61.14 – Makes the ACS's and PTS's incorporated by reference into the FAR

How to Correctly and Legally Conduct an IPC

Let's look at the ACS



U.S. Department
of Transportation

Federal Aviation
Administration

FAA-S-ACS-8C

Instrument Rating – Airplane Airman Certification Standards

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How to Correctly and Legally Conduct an IPC

Let's look at the Table in Appendix I for the IPC - Required

Instrument Proficiency Check

14 CFR part 61, section 61.57(d) sets forth the requirements for an instrument proficiency check (IPC). Evaluators conducting an IPC must ensure the pilot meets the standards established in this ACS. As a minimum, the applicant must demonstrate the ability to perform the Tasks listed in the table below. The person giving the check should develop a scenario that incorporates as many required Tasks as practical to assess the pilot's aeronautical decision making (ADM) and risk management skills.

Required Area of Operation	Required Task(s)
I	None
II	None
III	B
IV	B
V	A
VI	All
VII	B,C,D
VIII	All

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Tasks in the ACS

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Task B. Weather Information	2
Task C. Cross-Country Flight Planning.....	4

Area of Operation II. Preflight Procedures

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Task C. Instrument Flight Deck Check	7

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Tasks in the ACS

Area of Operation III. Air Traffic Control (ATC) Clearances and Procedures

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✓ Task B. Holding Procedures	8

Area of Operation IV. Flight by Reference to Instruments

Task A. Instrument Flight	10
✓ Task B. Recovery from Unusual Flight Attitudes.....	10

Area of Operation V. Navigation Systems

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Tasks in the ACS

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Tasks in the ACS

Area of Operation VIII. Postflight Procedures

✓ Task A. Checking Instruments and Equipment 24

How to Correctly and Legally Conduct an IPC

FAA defines CFII as an Evaluator when conducting an IPC

Evaluator Responsibilities

An evaluator includes the following:

- Aviation Safety Inspector (ASI);
- Pilot examiner (other than administrative pilot examiners);
- Training center evaluator (TCE);
- Chief instructor, assistant chief instructor, or check instructor of pilot school holding examining authority; or
- Instrument Flight Instructor (CFII) conducting an instrument proficiency check (IPC).

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There is a lot here that must be done

Task A. Non-precision Approach

A non-precision approach is a standard instrument approach procedure to a published minimum descent altitude without approved vertical guidance. The applicant may use navigation systems that display advisory vertical guidance during non-precision approach operations, if available.

The evaluator must select and the applicant must accomplish at least two different non-precision approaches in simulated or actual instrument meteorological conditions:

- At least one procedure must include a course reversal maneuver (e.g., procedure turn, holding in lieu, or the course reversal from an initial approach fix on a Terminal Area Arrival).
- The applicant must accomplish at least one procedure from an initial approach fix without the use of autopilot and without the assistance of radar vectors. During this Task, flying without using the autopilot does not prevent use of the yaw damper and flight director.
- The applicant must fly one procedure with reference to backup or partial panel instrumentation or navigation display, depending on the aircraft's instrument avionics configuration, representing a realistic failure mode(s) for the equipment used.

The evaluator has discretion to have the applicant perform a landing or a missed approach at the completion of each approach.

How to Correctly and Legally Conduct an IPC

Precision Approach now Defined – LPV with any DA is allowed

Task B. Precision Approach

The applicant must accomplish a precision approach to the decision altitude (DA) using aircraft navigational equipment for centerline and vertical guidance in simulated or actual instrument meteorological conditions. A precision approach is a standard instrument approach procedure to a published decision altitude using provided approved vertical guidance.

The evaluator has discretion to have the applicant perform a landing or a missed approach at the completion of each approach.

How to Correctly and Legally Conduct an IPC

The Elephant in the Room – Circle to Land

Task D. Circling Approach

References: 14 CFR parts 91, 97; AIM; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-15, FAA-H-8083-16, FAA-H-8083-25; Terminal Procedures Publications

Objective: To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with performing a circling approach procedure.

Knowledge: The applicant demonstrates understanding of:

IR.VI.D.K1 Elements related to circling approach procedures and limitations, including approach categories and related airspeed restrictions.

How to Correctly and Legally Conduct an IPC

The Elephant in the Room – Circle to Land

IR.VI.D.S6 Visually maneuver to a base or downwind leg appropriate for the landing runway and environmental conditions.

How to Correctly and Legally Conduct an IPC

What about Circling when the airport is VFR?



U.S. Department
of Transportation
**Federal Aviation
Administration**

JUN 30 2009

Daniel Murphy
5050 Hibbs Drive Apt D
Columbus, OH 43220-2669

Dear Mr. Murphy:

Office of the Chief Counsel

800 Independence Ave., S.W.
Washington, D.C. 20591

How to Correctly and Legally Conduct an IPC

What about Circling when the airport is VFR?

Your letter requested clarification of the requirements in section 91.126(b)(1) using the following example. A pilot, flying an aircraft under instrument flight rules in IMC, executes a circling approach to an uncontrolled airport. The airport, by operation of section 91.126(b)(1), has established turns to the left for the approach. However, the pilot determines that turns to the left are undesirable because they are not in the interest of safety (for example, the wing of the aircraft blocks the view of the runway during turns to the left). You ask whether that pilot can make turns to the right on the approach.

How to Correctly and Legally Conduct an IPC

What about Circling when the airport is VFR?

Section 91.126(a) states, in relevant part, that each person operating an aircraft on or in the vicinity of an airport in Class G airspace area must comply with the requirements of section 91.126 “[u]nless otherwise authorized or required.” Section 91.126(b)(1) states, in relevant part, that when approaching to land at an airport without an operating control tower in Class G airspace, “[e]ach pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right.”

How to Correctly and Legally Conduct an IPC

What about Circling when the airport is VFR?

The use of “must” in sections 91.126(b)(1) and 91.126(a) do not permit a pilot’s discretion in determining in which direction to make turns when approaching the airport. Section 91.126(a) provides an exception to the requirement to make turns to the left if authorized or required by air traffic control (ATC). This exception permits a pilot to request clearance to make right hand turns under these circumstances. However, the regulation does not obligate ATC to grant such a request.

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FAA Guidance – AC 61-98E



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Currency Requirements and
Guidance for the Flight Review and
Instrument Proficiency Check

Date: 10/30/24

AC No: 61-98E

Initiated by: AFS-800

Change:

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I thought AO I and II weren't required

5.2 IPC Knowledge Portion.

5.2.1 Determining the Pilot's IFR Knowledge. The flight instructor determines whether the pilot has adequate knowledge and understanding of 14 CFR part [91](#), especially Subpart [B](#), Flight Rules; Subpart [C](#), Equipment, Instrument, and Certificate Requirements; and Subpart [E](#), Maintenance, Preventive Maintenance, and Alterations. Additionally, the flight instructor determines that the pilot has adequate knowledge and understanding of the following areas:

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I thought AO I and II weren't required

APPENDIX I. SAMPLE FLIGHT INSTRUCTOR'S INSTRUMENT PROFICIENCY CHECK CHECKLIST

SIDE 1	
References	Checklist for IPC
<p>Title 14 of the Code of Federal Regulations (14 CFR) Part 61, § 61.57(d)—Instrument Proficiency Check.</p> <p>(1) Except as provided in paragraph (e) of this section, a person who has failed to meet the instrument experience requirements of paragraph (c) for more than six calendar months may reestablish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating airman certification standards.</p> <p>(2) The instrument proficiency check must be—</p> <ul style="list-style-type: none">(i) In an aircraft that is appropriate to the aircraft category; or(ii) For other than a glider, in a flight simulator or flight training device that is representative of the	<p>Step 1: Preparation</p> <ul style="list-style-type: none"><input type="checkbox"/> Set Expectations for Pilot Under Review<input type="checkbox"/> Regulatory Review<input type="checkbox"/> Cross-Country Flight Plan Assignment <p>Step 2: Ground Review</p> <ul style="list-style-type: none"><input type="checkbox"/> FAA Aviation English Language Standard (AELS) Requirement<input type="checkbox"/> Preflight<input type="checkbox"/> Taxi, Takeoff, Departure<input type="checkbox"/> En Route<input type="checkbox"/> Arrival and Approach<input type="checkbox"/> Missed Approach

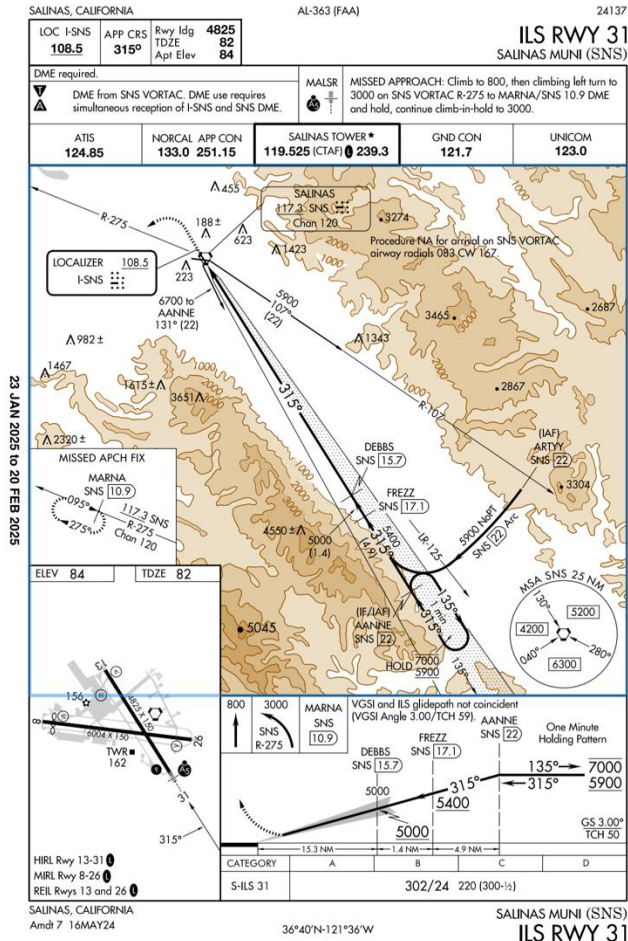
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Let's work an an example

KPAO – KSNS – KWVI - KPAO

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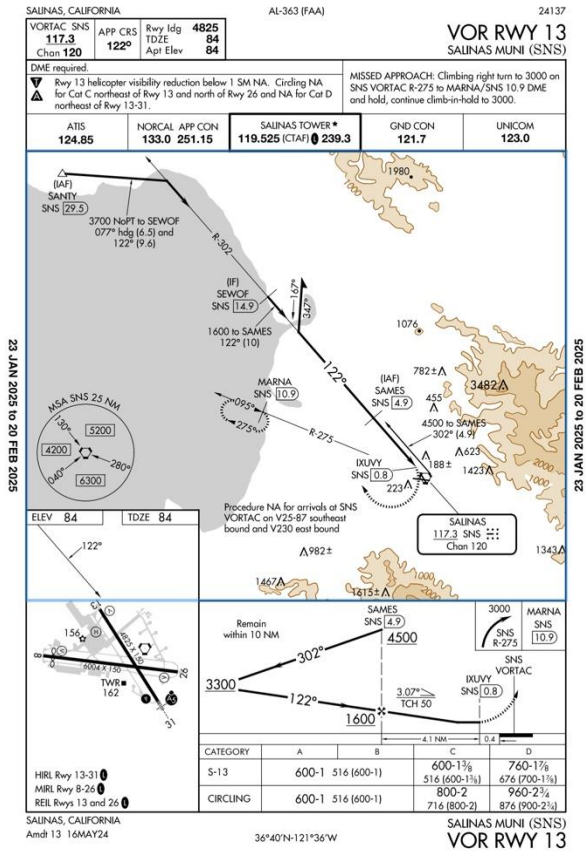
Let's work an an example – ILS 31 KSNS



AO VIII Task A – Checking instrument and equipment - AO VI - Task A – Precision Approach, Task C – Missed Approach

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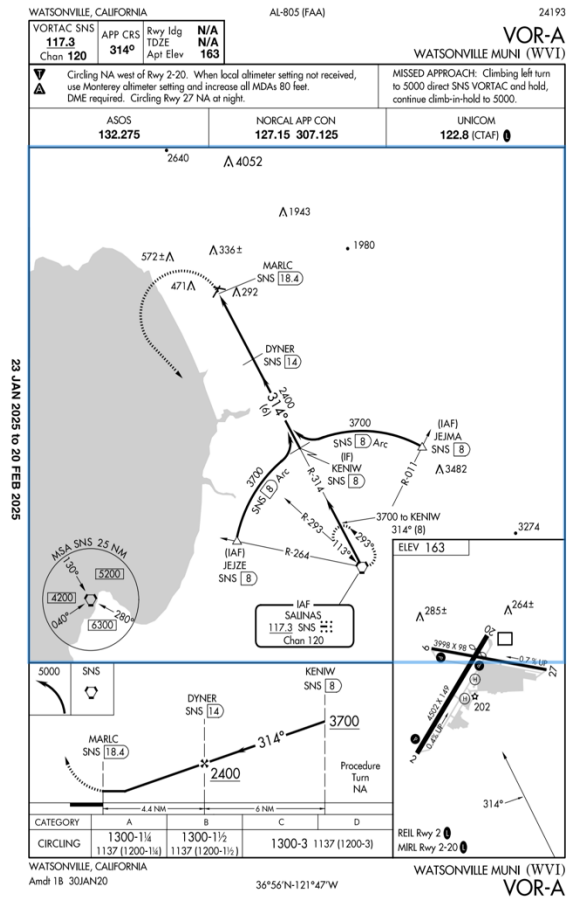
Let's work an an example – VOR 13 KSNS



AO VI - Task B – Non-Precision Approach, Procedure Turn – Non Vectored – Missed Approach, AO III Task B – Holding Procedures – Missed approach Hold

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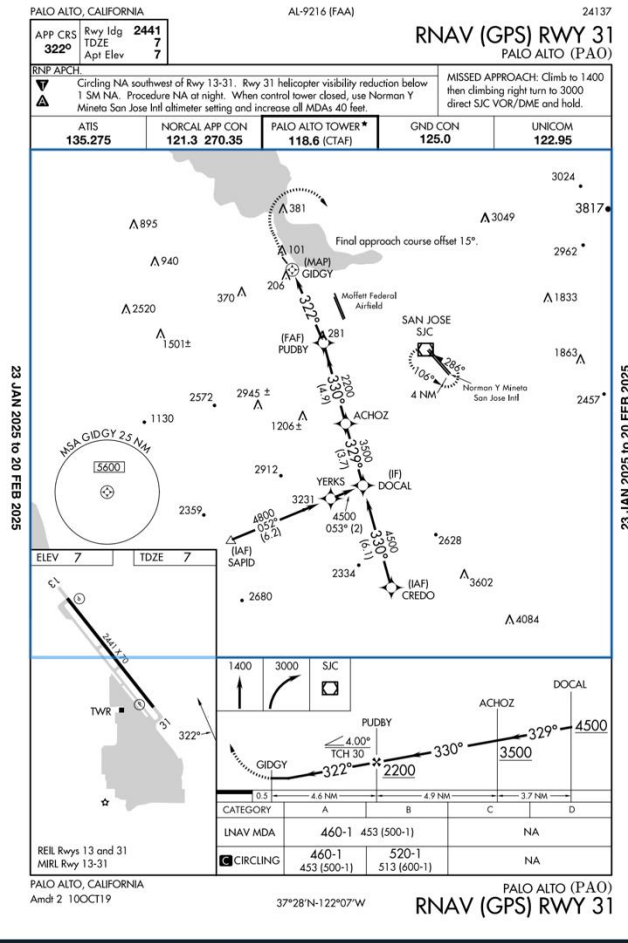
Let's work an an example – VOR-A Circle to land - KWVI



AO V – Task A – DME arcs – AO VI- Task B – Non Precision Approach
 AO VII Task D - Approach with loss of primary flight instrument indicators – No Autopilot, AO VI - Task D – Circling Approach

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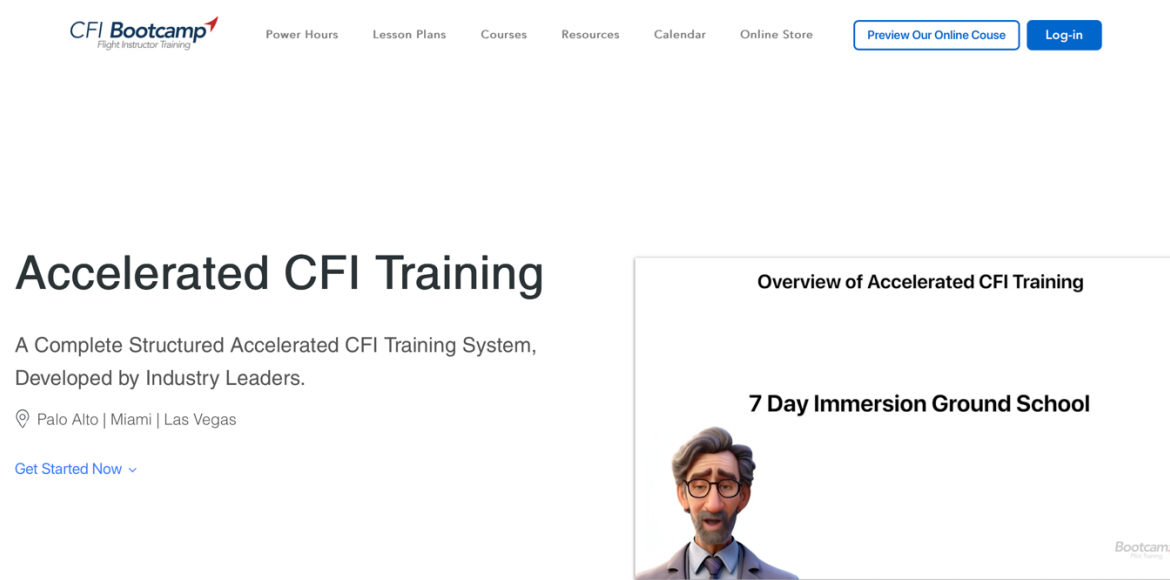
Let's work on an example – RNAV LNAV – Possible Circle



AO IV Task B – Recovery from Unusual Attitudes - AO VI Task B – Non precision approach – Task E – Landing from an instrument approach – possible circle to land - AO VIII - Task A – Checking Instrument and Equipment

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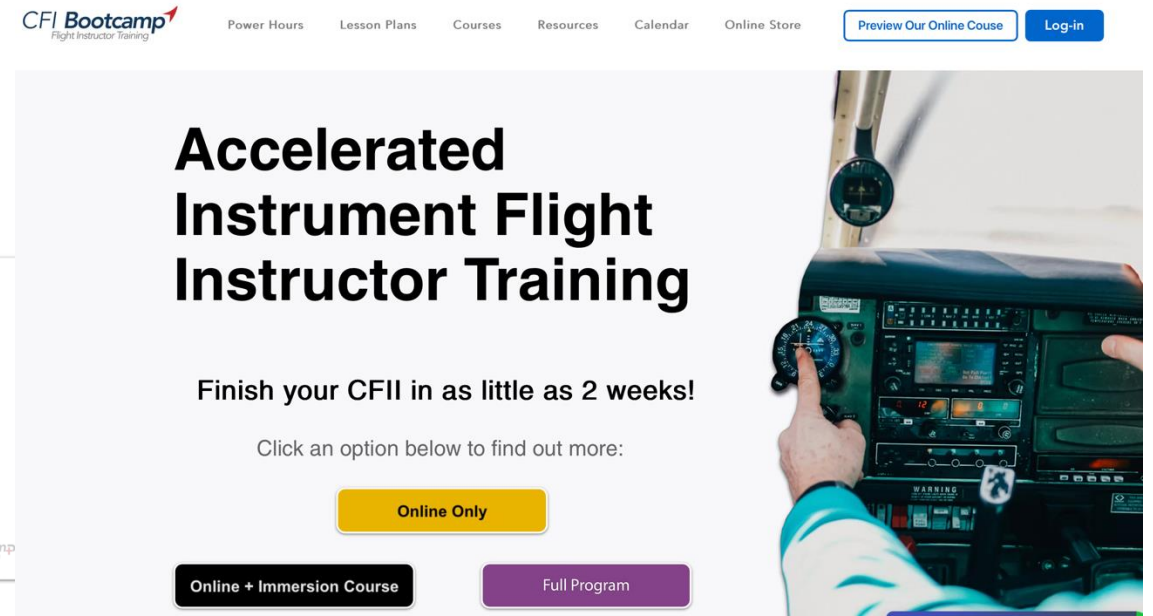
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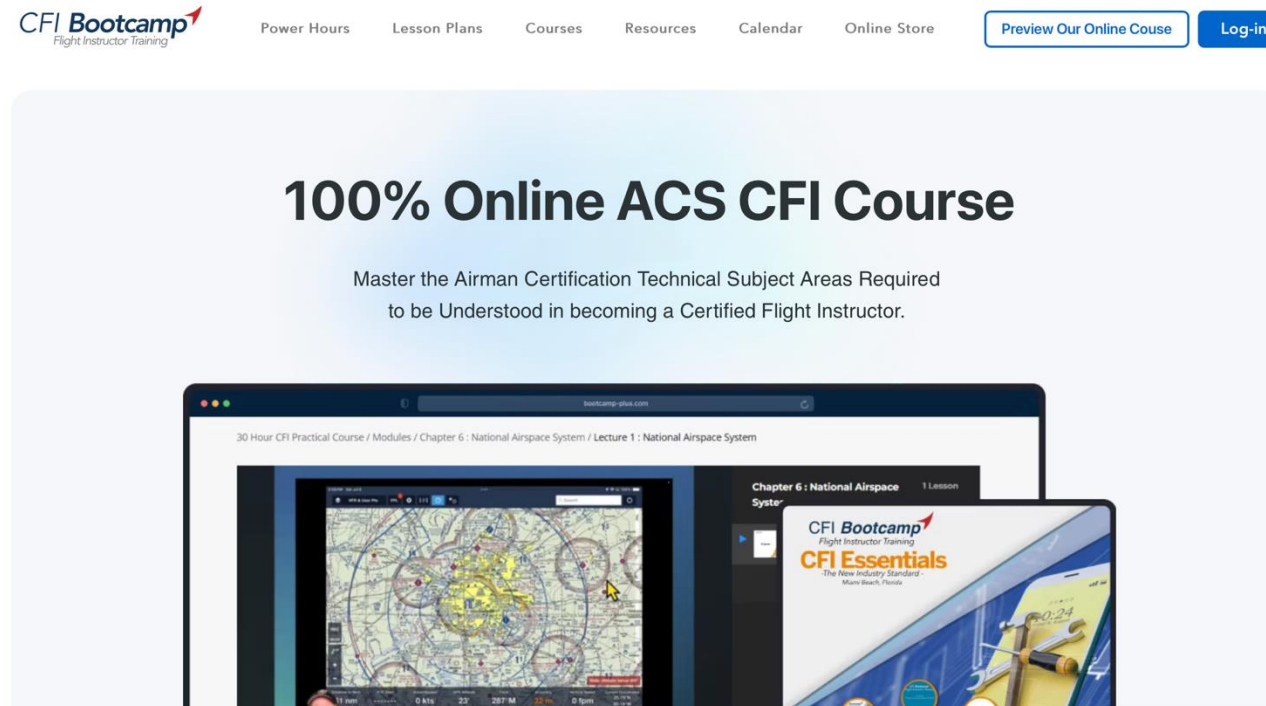
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The image is a screenshot of the CFI Bootcamp website. At the top left is the logo for CFI Bootcamp Flight Instructor Training. To the right of the logo are navigation links: Power Hours, Lesson Plans, Courses, Resources, Calendar, and Online Store. Further right are two buttons: 'Preview Our Online Course' and 'Log-in'. The main content area features a large light blue box with the heading '100% Online ACS CFI Course'. Below the heading is the text: 'Master the Airman Certification Technical Subject Areas Required to be Understood in becoming a Certified Flight Instructor.' At the bottom of this box is a collage of three images: a laptop displaying a flight simulator interface with a map, a tablet showing 'Chapter 6: National Airspace System', and a book titled 'CFI Bootcamp Flight Instructor Training CFI Essentials'.

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Now you can test yourself and find your errors! Click below

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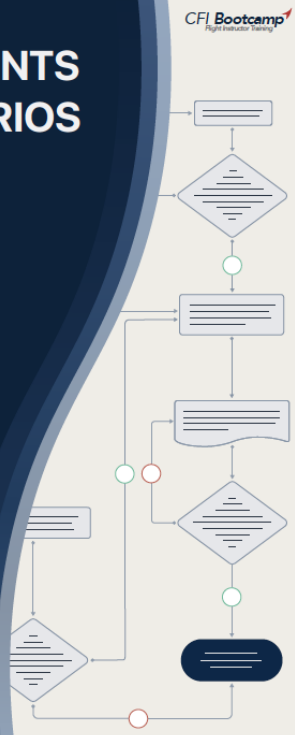
ENDORSEMENTS AND SCENARIOS

SECOND EDITION 2025

INCLUDING 36 SCENARIOS

The way to get through training requirements and endorsements.

THE INDUSTRY STANDARD





ADDITIONAL CATEGORY AIRPLANE, GLIDER, ETC. AT SAME LEVEL (EXCEPT SPORT PILOT)

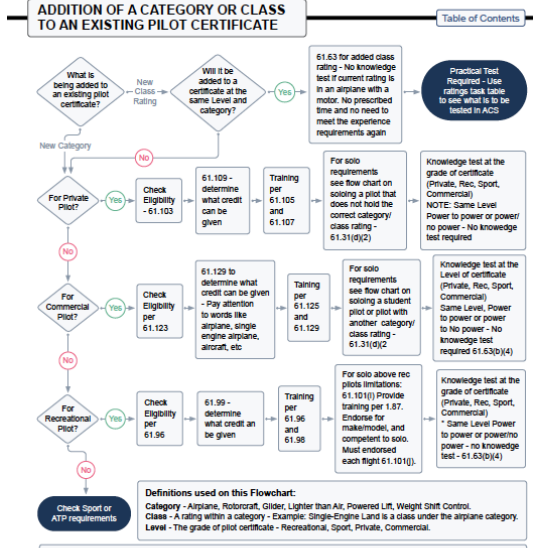
<p>Starting Regulation - 61.63(b)</p> <ul style="list-style-type: none"> Aeronautical experience new category - 61.63(b)(1) Proficient in knowledge and Flight proficient for new category - 61.63(b)(2) Checkride - 61.63(b)(3) No Knowledge test (power to power /no power) - 61.63(b)(4)
<p>Prerequisites - Checkride - 61.39(a)(6)(i,ii,iii)</p> <ul style="list-style-type: none"> Training within 2 cal mos Prepared for practical test Resolved deficient areas on the knowledge test
<p>To Solo - (Not a student pilot) - 61.31(d)(2)</p> <ul style="list-style-type: none"> Training per 61.31(d)(2) Student pilot section doesn't apply to this pilot Student pilot limitations don't apply No limitation on 90 days or cross-country
<p>AC 61-65 - 61.63(b) for checkride</p>
<p>Partial Checkride - ACS Ratings Task Table in the Appendix</p>

SCENARIO 11 Table of Contents

Determine the training requirements, endorsements and procedures required for a person who holds a Private Pilot certificate – Airplane Multi Engine Sea to add Airplane Single Engine Land to their current pilot certificate.

Endorsement and FAR Scenario Questions
Additional Category and Class Ratings CFI Bootcamp
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ADDITION OF A CATEGORY OR CLASS TO AN EXISTING PILOT CERTIFICATE Table of Contents



Check Sport or ATP requirements
Definitions used on this Flowchart:
 Category - Airplane, Rotorcraft, Glider, Lighter than Air, Powered Lift, Weight Shift Control.
 Class - A rating within a category - Example: Single-Engine Land is a class under the airplane category.
 Level - The grade of pilot certificate - Recreational, Sport, Private, Commercial.

Note:
 A person who holds a pilot certificate other than Student Pilot is not subject to the Student Pilot Regulations or endorsements. An endorsement for solo is given under 61.31(d)(2) - the A.72 endorsement in AC 61-65. It does not expire and there are no other endorsements required, for example, cross-country.

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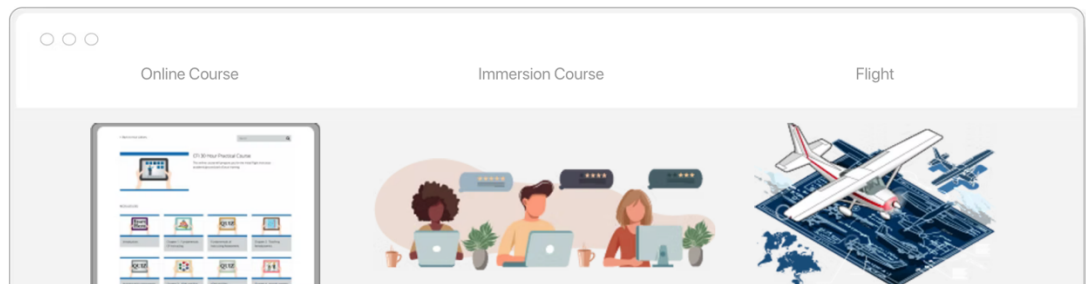
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Redbird Releases the “State of Flight Training” Survey

The State Of Flight Training *Annual Redbird Study Released* *Cost For Private Ticket Averages \$14,000*

Redbird Simulations has unveiled its [5th annual State of Flight Training Survey](#) which shows the median cost for a pilot certificate or rating in 2023 was \$14,000, compared to \$9,000 in 2020 . The yearly effort analyzes trends, priorities, strengths and challenges to build a better aviation future. Last year's survey found that new pilots take fewer weeks to earn certificates, but spend more. The report noted that average students are taking only 24 weeks to earn a certificate in 2023, compared to 30 weeks in 2020.

The survey showed average costs for ratings in 2023 were:

- **\$10,500 for Sport Pilot.**
- **\$14,000 for Private Pilot**
- **\$12,000 for Instrument Rating**
- **\$15,000 for a Commercial Certificate single-engine**
- **\$6,000 for initial CFI.**

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Reminders!



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