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Welcome to the Bootcamp Pilot Training Network

Today's Bootcamp+ Network Programming

What's on for Today?

Power Hour – 1st Hour – Wings Credit

Moderated Open Mic – 2nd Hour

Open Mic or CFI Study Group

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Regulations and Endorsements

How to Correctly and Legally Conduct an IPC

There is more to the story than the regulation

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Regulation 61.57(d)(e)

After one year – IPC Required

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Regulation 61.57(d)(e)

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

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

Mandated tasks are in the Instrument Rating Airplane ACS Appendix

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

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

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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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Tasks in the ACS

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

Area of Operation IV. Flight by Reference to Instruments

Area of Operation V. Navigation Systems

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Tasks in the ACS

Area of Operation VI. Instrument Approach Procedures

- Task A. Non-precision Approach 14
- Task B. Precision Approach 15
- Task C. Missed Approach 16
- Task D. Circling Approach 17
- Task E. Landing from an Instrument Approach 18

Area of Operation VII. Emergency Operations

- Task A. Loss of Communications 20
- ✔ Task B. One Engine Inoperative (Simulated) during Straight-and-Level Flight and Turns (AMEL, AMES) 20
- ✔ Task C. Instrument Approach and Landing with an Inoperative Engine (Simulated) (AMEL, AMES) 21
- ✔ Task D. Approach with Loss of Primary Flight Instrument Indicators 22

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Tasks in the ACS

Area of Operation VIII. Postflight Procedures

- Task A. Checking Instruments and Equipment 24

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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.

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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.

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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.

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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.

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What about Circling when the airport is VFR?

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

Office of the Chief Counsel

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

JUN 30 2009

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

Dear Mr. Murphy:

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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.

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."

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
Initiated by: AFS-800

AC No: 61-98E
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

Title 14 of the Code of Federal Regulations (14 CFR) Part 61, § 61.57(d)—Instrument Proficiency Check.

(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.

(2) The instrument proficiency check must be–
(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

Checklist for IPC

Step 1: Preparation

- ☐ Set Expectations for Pilot Under Review
- ☐ Regulatory Review
- ☐ Cross-Country Flight Plan Assignment

Step 2: Ground Review

- ☐ FAA Aviation English Language Standard (AELS) Requirement
- ☐ Preflight
- ☐ Taxi, Takeoff, Departure
- ☐ En Route
- ☐ Arrival and Approach
- ☐ Missed Approach

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Let’s work an an example

KPAO – KSNS – KWVI - KPAO

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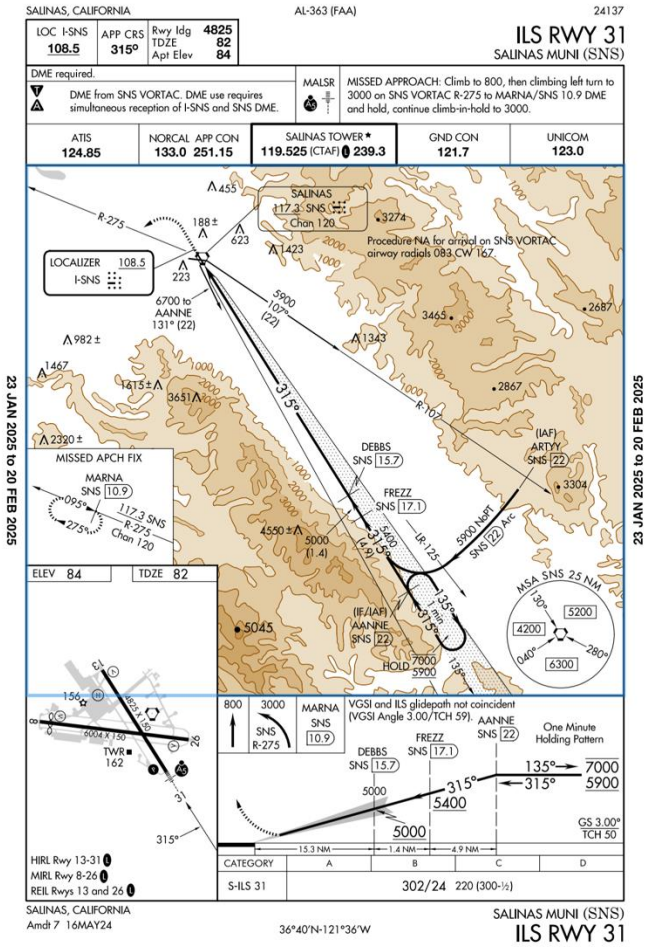
Let’s work an an example – ILS 31 KSNS



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

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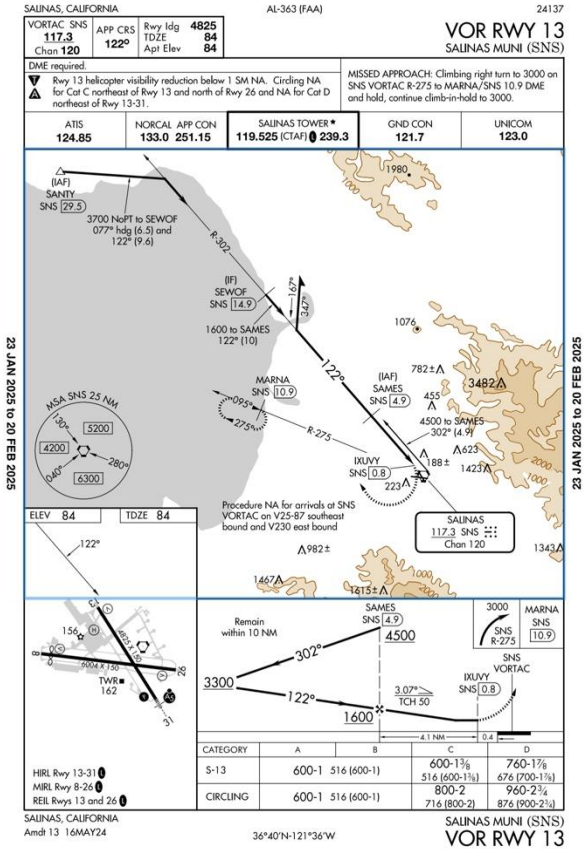
Let’s work an an example – VOR 13 KSNS



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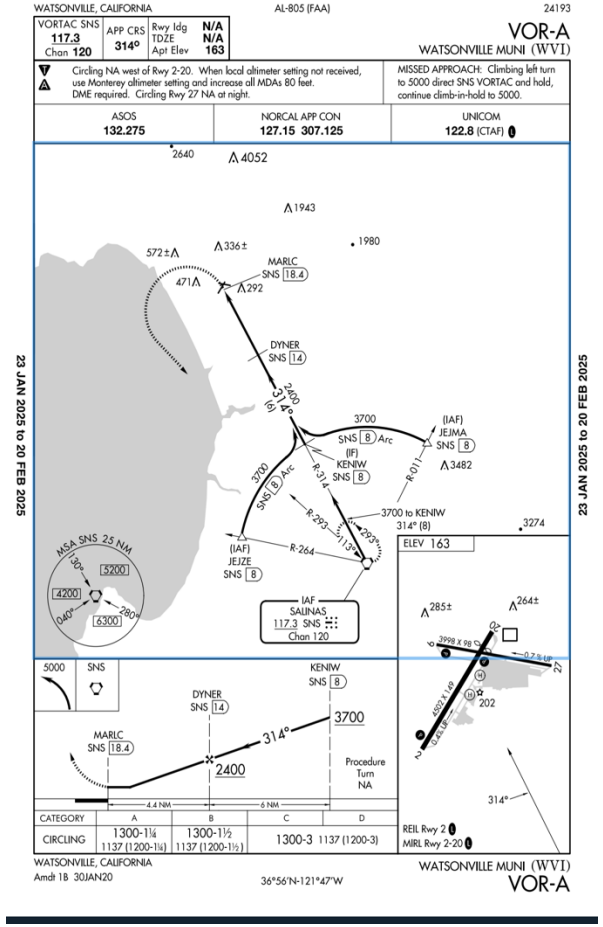
Let’s work an an example – VOR-A Circle to land - KWVI



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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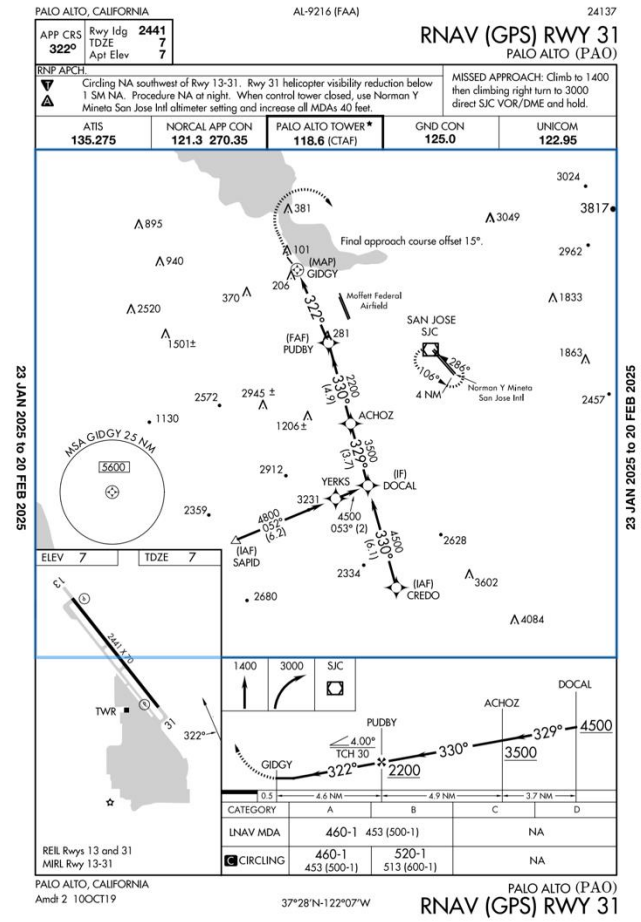
Let’s work an an example – RNAV LNAV – Possible Circle



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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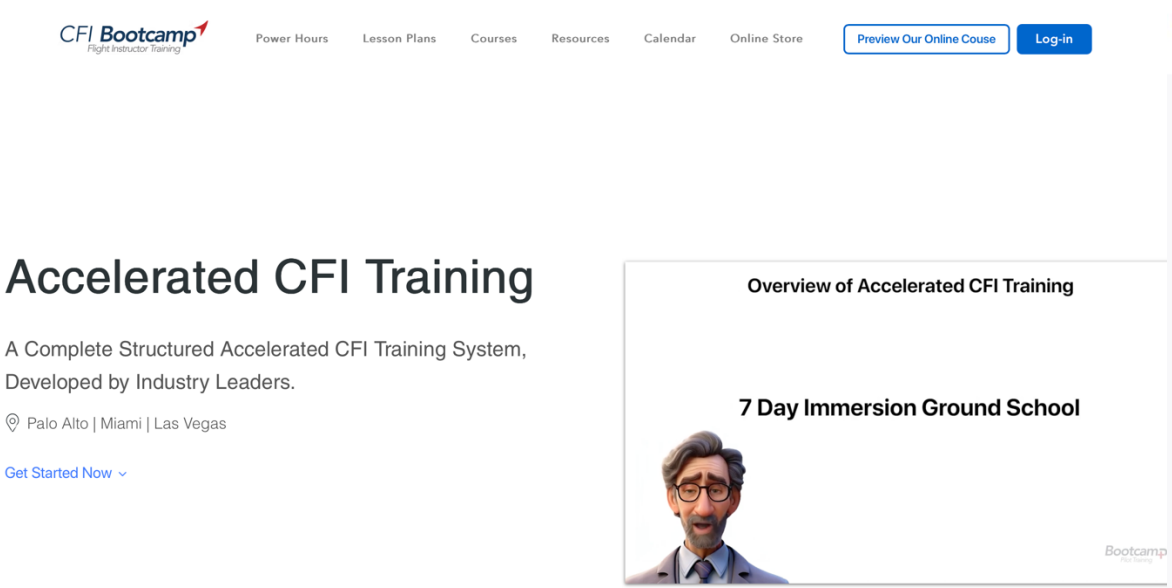
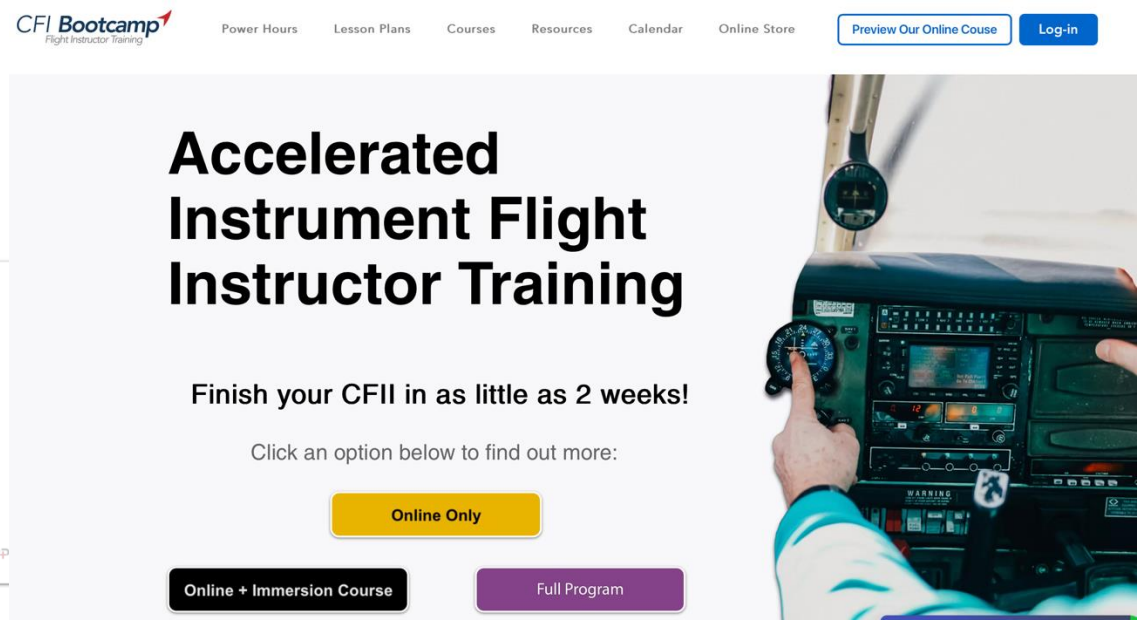
How am I ever going to learn this stuff? Click the images below





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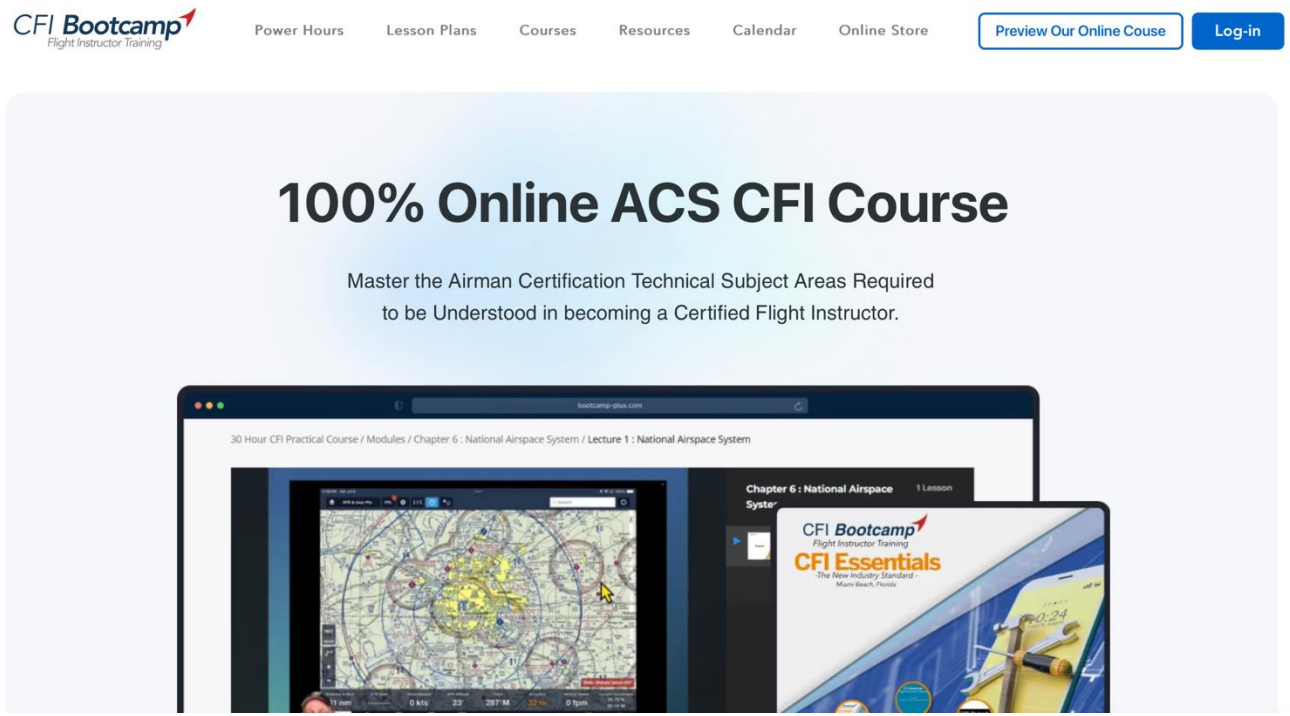
How am I ever going to learn this stuff? Click the image below



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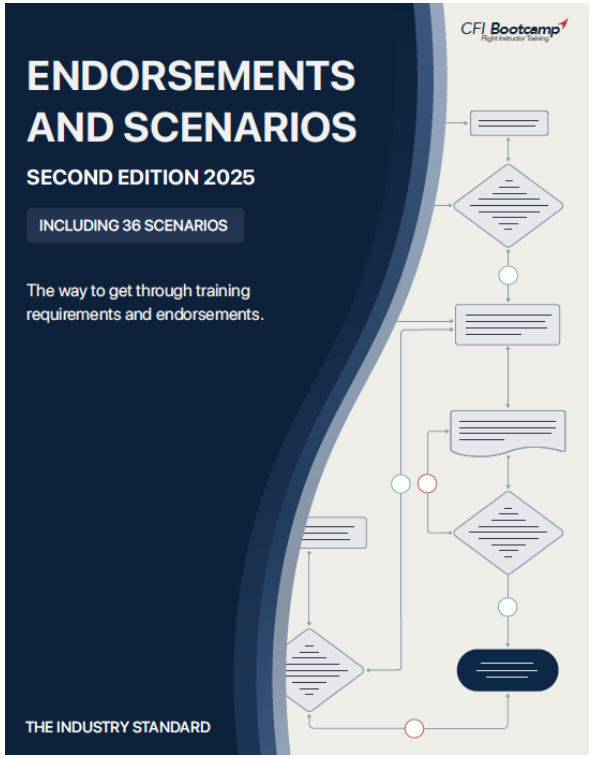
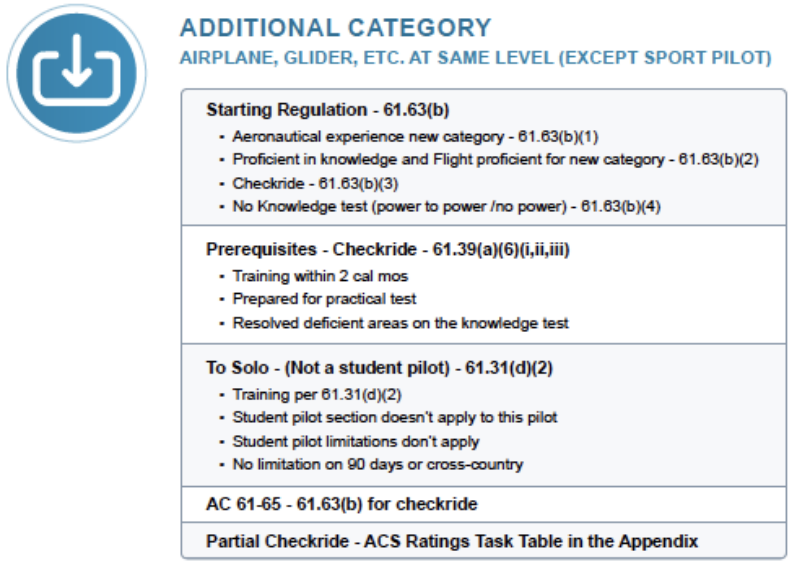
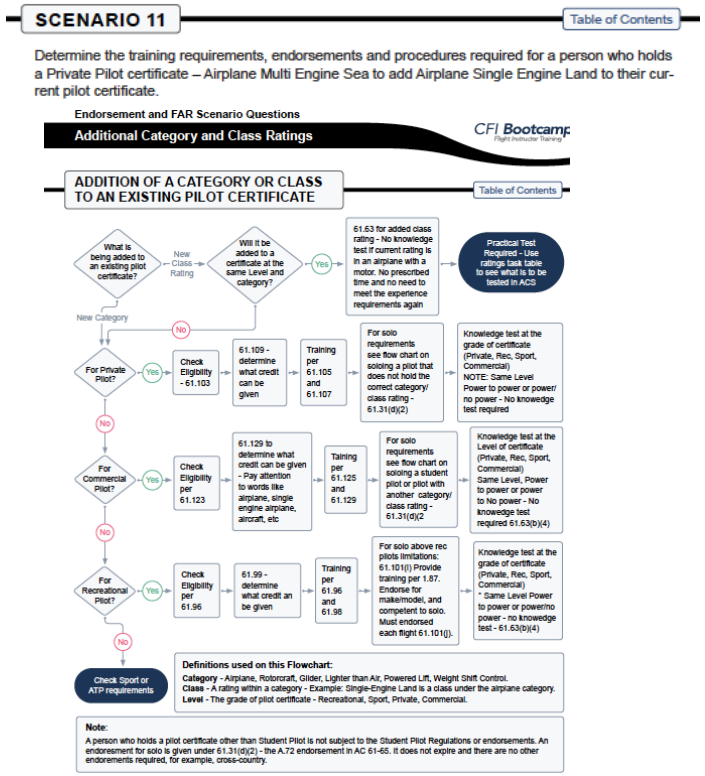
Now you can test yourself and find your errors! Click below







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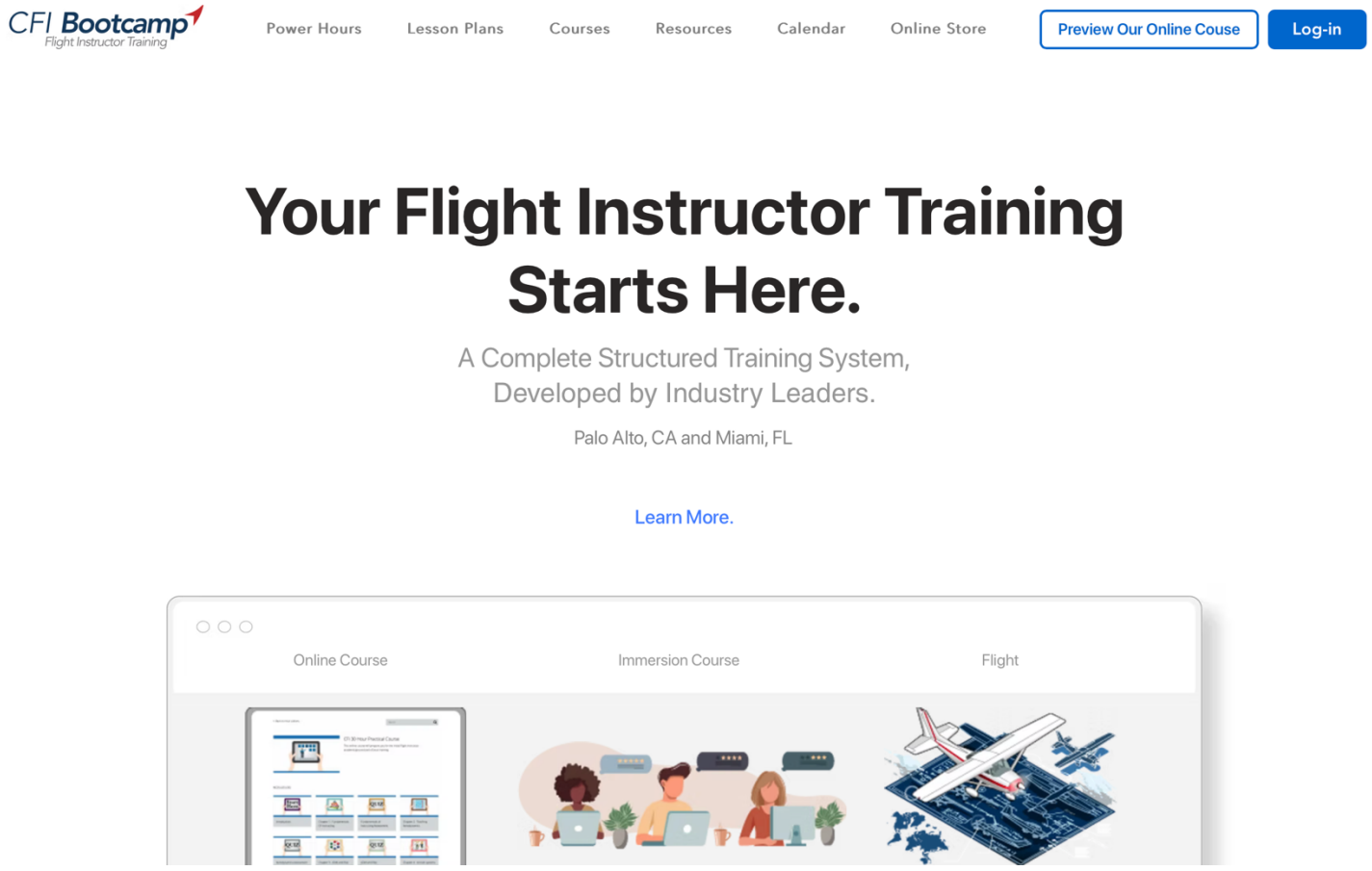
Online course – 7-day Immersion Class – Digital Products



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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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Special Announcement!

Reminders!

Join SAFE and the Facebook CFI Study Group by Clicking on the Images Above

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