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Advisory Circular

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

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FOREWORD

This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.56 and the recent flight experience requirements of § 61.57. This AC is particularly directed to General Aviation (GA) pilots holding sport or higher grades of pilot certificates who wish to maintain currency and to certificated flight instructors (CFI) who give flight instruction to support such activities. This AC does not apply to training programs or proficiency checks conducted pursuant to 14 CFR part 121 or 135, nor to curriculums approved pursuant to 14 CFR part 142.

/s/ for

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CHAPTER 1. GENERAL

1-1. PURPOSE. This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.56 and the recent flight experience requirements of § 61.57.

1-2. CANCELLATION. This AC cancels AC 61-98A, Currency and Additional Qualification Requirements for Certificated Pilots, current edition. You can now find information on transition training in the current edition of FAA-H-8083-3, Airplane Flying Handbook.

1-3. RELATED CFR SECTIONS:

- Section 61.189, Flight instructor records.
- Section 61.193, Flight instructor privileges.
- Section 61.195, Flight instructor limitations and qualifications.
- Section 61.413, What are the privileges of my flight instructor certificate with a sport pilot rating?
- Section 61.415, What are the limits of a flight instructor certificate with a sport pilot rating?

1-4. FOCUS. This AC is for General Aviation (GA) pilots holding sport or higher grades of pilot certificates who wish to maintain currency and to certificated flight instructors (CFI) who give flight instruction to support such activities.

1-5. RELATED READING MATERIALS. You should discuss the practical test standards (PTS) document(s) appropriate to the certificates and ratings held by the pilot seeking a flight review during or prior to the review. You can find additional information regarding original pilot certification and addition of category, class, and type ratings in AC 61-65, Certification: Pilots and Flight and Ground Instructors, current edition. AC 61-107, Operations of Aircraft at Altitudes Above 25,000 Feet MSL and/or Mach Numbers (Mmo) Greater than .75, current edition, provides information on operation of high altitude aircraft. Guidance on advanced training criteria that is available in AC 61-89, Pilot Certificates: Aircraft Type Ratings, current addition, may also be appropriate. The Federal Aviation Administration (FAA), commercial sources, and industry associations such as the Aircraft Owners and Pilots Association (AOPA), the General Aviation Manufacturer's Association (GAMA), and the Society of Aviation and Flight Educators (SAFE) make many additional sources of media on pilot currency and qualification available.

1-6. BACKGROUND.

a. Regulatory Review. In 1997, the FAA initiated a major regulatory review and update of 14 CFR parts 61 and 141to ensure that these regulations conformed to the then-current technological and operational environment and to address future pilot certification needs. That was the last major review of those regulations.

(1) The initial phases of the regulatory review addressed regulations requiring priority action by the FAA as a result of National Transportation Safety Board (NTSB) recommendations and other factors. These recommendations addressed requirements such as the flight review required by § 61.56.

(2) That AC provided additional information for pilots and flight instructors to use in accomplishing flight reviews, but did not address specific maneuvers and procedures, which pilots should consider for various categories and classes of aircraft. Many comments cited a need for additional FAA guidance material regarding pilot certification and currency that would enable the GA public to comply with present currency regulations and to tailor currency programs to individual pilot needs. The comments also cited a need for increased uniformity in the conduct of currency programs.

b. Previous Edition of AC 61-98. In 1987, the FAA issued AC 61-98, Scope and Content of the Biennial Flight Review. That AC provided additional information for pilots and flight instructors to use in accomplishing flight reviews, but did not address specific maneuvers and procedures, which should be considered for various categories and classes of aircraft. In addition, the original intention of AC 61-98 was not to cover other currency regulations or transition training requirements for pilots who had already received certification. The material previously contained in AC 61-98 is available in Chapter 2.

c. GA Pilots. As a result of initiatives designed to encourage voluntary compliance with existing regulations and to maintain and further improve the GA safety record with a minimum of new regulations, the FAA has determined that updated advisory guidance is necessary with respect to the currency and qualification needs of GA pilots. The guidance contained in this version of AC 61-98 provides such information and accomplishes the goals of the flight review and other currency requirements.

1-7. PERSONAL CURRENCY PROGRAM.

a. Currency Criteria. Pilots should design a currency program tailored to their individual operating environments and needs. In some cases, pilots may integrate currency criteria with normal operations to reduce the need for separate currency flights. For example, pilots could incorporate additional takeoffs and landings or specialized takeoffs and landings (such as short or soft field) into a previously-scheduled flight. In most cases, pilots should consider the need for currency beyond that specified by the 14 CFR.

b. FAA Safety Team (FAASTeam). The FAA highly encourages pilots to participate in the FAASTeam's Pilot Proficiency Program (WINGS), which includes numerous forms of training media such as online programs and recommended topics for pilots to review with CFIs. Additionally the FAASTeam conducts safety seminars which are open to the public.

c. Aviation Publications and Commercially-Developed Materials. Pilots should also explore the wide range of publications and other commercially-developed materials available for use in personal currency programs. To ensure staying up to date in regulatory changes and flying techniques, the FAA also encourages pilots to regularly read aviation periodicals.

d. Sources for Developing a Personal Currency Program. For assistance in developing a personal currency program, pilots may consult a wide variety of sources. These sources include:

- Pilot examiners,
- Pilot schools,
- Individual CFIs,
- FAASTeam Program Managers, and
- FAASTeam representatives.

NOTE: For information on local sources, pilots should contact the FAASTeam Program Manager at the nearest FAA Flight Standards District Office (FSDO).

CHAPTER 2. RECENT FLIGHT EXPERIENCE

2-1. RECENT GENERAL EXPERIENCE. Section 61.57(a) and (b) specifies the minimum requirements for recent flight experience, specifically takeoffs and landings, in each category and class of aircraft in order to act as pilot in command (PIC) of an aircraft carrying passengers.

a. Requirements Specified in § 61.57(a) and (b). Pilots should regard these requirements as minimums that should be modified to address factors such as overall pilot experience, different operating environments, complexity of the facilities used, and variations in makes and models of aircraft within specific categories and classes. For example, a pilot may meet recent flight experience in a given make and model of aircraft but may have operated only in light or moderate wind conditions from airports with long runways. The pilot should consider acquiring additional takeoff and landing experience in stronger wind conditions or at airports with short runways before acting as PIC of an aircraft carrying passengers in similar conditions. Under some circumstances, the change in the customary operating environment may be great enough that the pilot should seek flight instruction or refresher training before attempting solo operations.

b. Basic Currency and Recent Flight Experience. There are many excellent sources of information available to pilots who wish to enhance currency under a variety of conditions. The FAA recommends that all pilots participate in WINGS, which provides online courses, seminars, and guided flight training; and take advantage of free online safety courses such as those offered by the AOPA Air Safety Foundation.

c. Night Currency Requirements. Night currency requirements deserve additional consideration. The night experience of most pilots represents only a small portion of their total flight experience. The impact of marginal weather conditions on night operations is so significant that pilots should evaluate their own need for both increased currency and additional planning when contemplating flights under unfavorable conditions at night.

d. Obtaining Currency for each Make and Model. Special considerations apply when pilots operate aircraft makes and models they do not customarily fly. Analysis of accident data has shown that accident rates increase for pilots with little or no time-in-type in the aircraft flown. Section 61.31(e) specifies additional experience requirements for operating high performance aircraft. For non-high performance small aircraft, basic currency requirements of § 61.57(a) and (b) apply only to category and class. For example, a pilot who meets the requirement in a Cessna 152 would also meet the requirement in a Cessna 172. However, the FAA recommends that pilots attain currency in each separate make and model before conducting passenger-carrying operations. This currency should include familiarity with the pilot's operating handbook (POH), the Aircraft Flight Manual (AFM), and/or any other available information on that aircraft. The FAA recommends that all pilots obtain a comprehensive checkout in each make and model aircraft from an appropriately-rated CFI. Airmen are encouraged to search for aircraft 'clubs' for information and familiarization on specific makes and models.

NOTE: Considerations regarding basic currency apply not only to single-engine land airplanes but to other categories and classes of aircraft, including multiengine aircraft, seaplanes, gliders, helicopters, gyroplanes, and free balloons.

2-2. RECENT INSTRUMENT FLIGHT RULES (IFR) EXPERIENCE. In accordance with § 61.57, pilots may complete the six required approaches and holding procedures, intercepting and tracking (all aircraft except gliders) in a ground trainer, level 3-or-below flight training device (FTD), or Aviation Training Device (ATD) that meets the requirements of § 61.4 (refer to the current edition of AC 61-136, FAA Approval of Basic Aviation Devices (BATD) and Advanced Aviation Training Devices (AATD)).

NOTE: In order to receive flight training credit in FTDs qualified by the National Simulator Program Manager (NSPM) at levels 4 or above, or full flight simulators, such devices must be used pursuant to a curriculum approved under 14 CFR part 121, 135, or 142.

CHAPTER 3. FLIGHT REVIEW

3-1. STRUCTURE AND INTENT OF THE FLIGHT REVIEW. With the increasing complexity of the aviation operating environment, CFIs may want more specific guidance on how to structure and plan a flight review and develop contents that are specific to the needs of the pilot under review. The intention of the flight review is to be an industry-managed, FAA-monitored currency program. The CFI must be aware that the flight review is not a test or check ride, but an instructional service designed to assess and enhance a pilot's knowledge and skills.

a. Accomplishing a Flight Review. Under § 61.56(c) no person may act as PIC of an aircraft unless within the preceding 24 calendar-months that person has accomplished a satisfactory flight review in an aircraft for which that pilot is appropriately rated. An appropriately-rated instructor or other designated person must conduct the flight review. The purpose of the flight review is to provide for a regular evaluation of pilot skills and aeronautical knowledge.

b. Completing WINGS (one or more phases). The FAA reminds pilots and CFIs that, under § 61.56(e), a person who has satisfactorily completed one or more phases of the FAA-sponsored WINGS within the preceding 24 calendar-months does not need to accomplish the flight review requirements of this section. AC 61-91, WINGS Pilot Proficiency Program, current edition, describes how CFIs should encourage pilots to participate in WINGS.

c. Completing Proficiency Checks and Ratings. Pilots and CFIs should be aware that, under § 61.56(d), there is no requirement for pilots who have completed certain proficiency checks and ratings within the preceding 24 calendar-months to accomplish a separate flight review. These accomplishments include satisfactory completion of pilot proficiency checks conducted by the FAA, an approved pilot check airman, a Designated Pilot Examiner (DPE), or a U.S. Armed Force for a pilot certificate, rating, or operating privilege. However, the FAA recommends that pilots consider also accomplishing a review under some of the following circumstances. For example, a pilot with an Airplane Single-Engine Land (ASEL) rating may have recently obtained a glider rating, but may still wish to consider obtaining a flight review in a single-engine airplane if the appropriate 24-month period has nearly expired. When approached by pilots seeking advice on such matters, CFIs should consider the factors described in the following paragraphs.

3-2. PRE-REVIEW CONSIDERATIONS. Before undertaking the review, the CFI should interview the pilot to determine the nature of his or her flying and operating requirements. Elements to consider should include, but not be limited to, the following areas:

a. Type of Equipment Flown.

(1) Section 61.56(c)(1) states that to act as a PIC, a pilot must accomplish a flight review in an aircraft for which that pilot is rated. A pilot might hold multiple ratings. In such case, the pilot may take a flight review in any one of the aircraft for which he or she holds a rating or operating privilege and they will have met the regulatory requirement for all aircraft for which they hold a certificate and or rating. For example, a pilot who holds a private pilot

certificate with an ASEL rating and a commercial balloon certificate may take a flight review in either aircraft and will have met the requirements of the rule for both. However, a pilot may not take a flight review in an aircraft for which he or she does not hold a rating or operating privilege. For example, that same ASEL rated pilot may not take a flight review in a Multiengine Land (MEL) airplane if he or she does not hold an MEL airplane rating. A pilot who holds only a sport pilot certificate may only take a flight review in a light sport aircraft for which he or she holds an operational privilege. For example, a sport pilot who holds airplane privileges could not take the flight review in a Cessna 172 since that airplane is not a light sport airplane and he or she does not hold operating privileges for that airplane.

(2) The reviewed maneuvers and procedures will vary depending on the category, class, and make and model of the aircraft used. For example, a review in a light multiengine aircraft will be different from one conducted in a small, two-seat tailwheel aircraft that utilizes limited instrumentation. The CFI may wish to recommend that the pilot complete the review in the aircraft most commonly flown, or in a more complex make and model used if he or she regularly flies several aircraft. The CFI may also wish to recommend that the pilot take a review in more than one category/class of aircraft under certain circumstances. For example, a pilot with ASEL and glider ratings may have flown only gliders in the last 2 years but is also contemplating flying single-engine airplanes in the near future. If a CFI is approached by a pilot who requests a review only in the glider, the CFI may wish to recommend an additional review by a qualified person in a single-engine airplane before the pilot acts as PIC of a single-engine airplane.

b. Nature of Flight Operations. The CFI should consider the type of flying usually done by the pilot before establishing the review plan for conducting his or her review. For example, a pilot conducting long-distance flights between busy terminal areas may need a different review than a pilot who usually flies in the local area from the same airport. The CFI should consider the need for an in-depth review of certain subjects or procedures if the type of flight operations is likely to change, or if other extenuating circumstances exist. For example, a pilot who normally conducts only local flight operations may plan to begin flying to a location with Class B airspace. Another pilot may only operate a two-seat aircraft without radio but will operate in close proximity to Class B airspace. In both cases, the CFI should include Class B airspace operating requirements and procedures in the flight review. This review should also include pertinent revisions to operational regulations to ensure that the pilot has full knowledge of these changes.

c. Amount and Recency of Flight Experience. The CFI should review the pilot's logbook to determine total flight time, time-in-type, and recency of experience in order to evaluate the need for particular maneuvers and procedures in the review. For example, a pilot who has not flown in several years may require an extensive review of basic maneuvers from the PTS appropriate to that pilot's certificate level. Pilots should pay particular attention to the special-emphasis areas found in the PTS. The same pilot may also require a more extensive review of 14 CFR part 91, including changes in airspace and other requirements. Another pilot who is upgrading to a newer or faster airplane should receive more emphasis on knowledge of aircraft systems and performance, or in cross-country procedures appropriate to a faster airplane. Regardless of flight experience, the CFI should ensure that the review plan includes all areas in which he or she determines that the pilot should receive training in order to operate safely.

In some cases, the CFI may wish to recommend that the pilot accomplishes a complete refresher program.

d. Agreement on the Conduct of the Review. After completing the above analysis, the CFI should review these considerations with the pilot and reach an understanding regarding how he or she will conduct the review. The CFI may wish to provide the pilot with reading materials or recommend publications for study before actually undertaking the flight review. The CFI should also review the criteria for satisfactory completion of the review with the pilot.

e. Instructor Qualifications. Instructors should also consider their own experience and qualifications in a given make and model aircraft prior to giving a review in that model. The CFI conducting a flight review must hold a category, class, and (if appropriate) type rating on his or her pilot certificate. Also, the instructor must have a category and class rating on his or her flight instructor certificate or a sport instructor privilege in his or her logbook appropriate to the aircraft in which he or she conducts the review. To conduct a flight review in a multiengine airplane, the instructor must hold an airplane multiengine rating on their pilot and flight instructor certificates. For aircraft in which the CFI is not current or with which he or she is not familiar, he or she must obtain recent flight experience or sufficient knowledge of aircraft limitations, characteristics, and performance before conducting the review. In any case, the CFI must observe the rating limitations of § 61.195(b).

3-3. PLANNING AND RECORDING THE REVIEW. The CFI may wish to use FAA's online guidance available at www.faa.gov (see "Conducting an Effective Flight Review") to prepare, conduct, and document the flight review. Some of the material from this optional guide appears in the appendices. After reaching an agreement on how the CFI will conduct the review, he or she should prepare a plan for completing the review. The plan should include a list of regulatory subjects that the CFI will cover, the maneuvers and procedures that the pilot will need to accomplish, the anticipated sequence in which the segments will occur, and the location where the CFI will perform the review. You can find a suggested plan format in Appendix 1. Although not required by § 61.189, the CFI may wish to retain this plan for an appropriate time period as a record of the scope and content of the review.

a. Review of Part 91 Operating and Flight Rules. The CFI should tailor the review of general operating and flight rules to the needs of the pilot under review. The objective is to ensure that the pilot can comply with all regulatory requirements and operate safely in various types of airspace under an appropriate range of weather conditions. As a result, the CFI should conduct a review that is broad enough to meet this objective, yet provide a more comprehensive review in those areas in which the pilot's knowledge is weaker. In the latter instance, the CFI may wish to employ a variety of references/sources, such as the Aeronautical Information Manual (AIM), to ensure that the pilot's knowledge meets current standards.

b. Pilot Deviations (PD). The occurrence of incidents and PDs has emphasized the need to ensure that all pilots receive adequate briefing on PD avoidance awareness. PDs are broadly categorized as airborne or ground. Airborne PDs include altitude and heading deviations, and airspace violations. Ground PDs include runway incursions and any other unauthorized operation in the movement areas of an airport. Pilots should be familiar with all types of airspace, and

ground operating procedures, and best practices to avoid potential PDs. The flight review may be the only regular proficiency and recurrency training experienced by some pilots. Therefore, CFIs should place appropriate emphasis on this part of the review.

c. Review of Maneuvers and Procedures.

(1) The maneuvers and procedures covered during the review are those which, in the opinion of the CFI conducting the review, are necessary for the pilot to perform in order to demonstrate that he or she can safely exercise the privileges of his or her pilot certificate. Accordingly, the CFI should evaluate the pilot's skills and knowledge to the extent necessary to ensure that he or she can safely operate within regulatory requirements throughout a wide range of conditions. The CFI should always include abnormal and emergency procedures applicable to the aircraft flown in the flight review.

(2) The CFI may wish to prepare a preliminary plan for the flight review based on an interview or other assessment of the pilot's qualifications and skills. See Appendix 1 for suggested interview questions. Appendix 5 provides a sample CFI flight review checklist. The CFI should outline a sequence of maneuvers to the pilot taking the review. For example, this may include a cross-country flight to another airport with maneuvers accomplished while en route. It could also include a period of simulated instrument flight time. The CFI should request that the pilot conduct whatever preflight preparation is necessary to complete the planned flight. This preparation should include all items required in part 91, § 91.103, such as checking weather, calculating required runway lengths, calculating Weight and Balance (W&B), completing a flight log, filing a flight plan, and conducting the preflight inspection.

(3) Before beginning the flight portion of the review, the CFI should discuss various operational areas with the pilot. This oral review should include, but not be limited to, areas such as aircraft systems, speeds, performance, meteorological and other hazards (e.g., windshear and wake turbulence), operations in controlled airspace, and abnormal and emergency procedures. The emphasis during this discussion should be on practical knowledge of recommended procedures and regulatory requirements.

(4) Regardless of the pilot's experience, the CFI may wish to review at least those maneuvers considered critical to safe flight, such as stalls, slow flight, and takeoffs and landings. Based on his or her in-flight assessment of the pilot's skills, the CFI may wish to add other maneuvers from the PTS appropriate to the pilot's grade of certificate. All reviews should include those areas within the PTS identified as "Special Emphasis." Appendix 5 includes a list of suggested maneuvers. The FAA does not intend this list to be all-inclusive, nor does it limit a CFI's discretion in selecting other appropriate maneuvers and procedures. To the greatest possible extent, the CFI should organize and sequence the selected maneuvers in a realistic scenario appropriate to the kind of flying normally done by the pilot.

(5) The role of the CFI during the review is to provide an evaluation. However, the instructor is not limited to this role and may provide specific instruction to an airman on any areas the instructor notes as being weak. This additional instruction does not preclude the pilot's successful completion of the review as long as the deficiencies are corrected. If the additional instruction does not correct the deficiencies, and/or it becomes apparent to the instructor that

additional flights will be necessary, the CFI should discuss the situation with the pilot and proceed accordingly.

3-4. POST-REVIEW CONSIDERATIONS. Upon completion of the review, the CFI should complete the summary and evaluation portion of the flight review checklist (if used) and debrief the pilot. Whether or not the review was satisfactory, the CFI should provide the pilot with a comprehensive analysis of his or her performance, including suggestions for improving any weak areas. The current edition of FAA-H-8083-9, Aviation Instructor's Handbook, chapter 5, provides specific suggestions for conducting the postflight evaluation discussion as a "collaborative critique."

a. Unsatisfactory Completion of the Review. The FAA does not intend the flight review to be a check ride. If the review is not satisfactory, the CFI should log the flight as "dual instruction given" and not as a "failure." The CFI should then recommend additional training in the areas of the review that were unsatisfactory. A pilot who does not receive an endorsement for a satisfactory flight review may continue to exercise the privileges of his or her certificate, provided that a period of 24 calendar-months has not elapsed since the pilot's last successful flight review or pilot proficiency check.

b. Satisfactory Completion of the Review. When the applicant has successfully completed the review, the CFI should endorse the pilot's logbook to certify that the pilot has satisfactorily accomplished the flight review. The CFI should make the endorsement for a satisfactory review in accordance with AC 61-65. The flight and ground time must also be logged in the pilot's logbook in accordance with § 61.51(a)(1).

CHAPTER 4. INSTRUMENT PROFICIENCY CHECK

4-1. STRUCTURING AN INSTRUMENT PROFICIENCY CHECK (IPC).

Section 61.57(d) outlines the conditions which require an IPC. This chapter provides guidance on the conduct of the IPC. In addition, the CFI may wish to use the FAA's optional online guidance document available at www.faa.gov (see "Instrument Proficiency Check Guidance"), to structure, conduct, and document the IPC. The appendices contain some of the material from the optional IPC guidance document.

a. Instructor Requirements to Conduct an IPC. The CFI should possess an instrument rating on their flight instructor certificate. The CFI should also possess an instrument rating and meet currency requirements on their pilot certificate. The basis for these are found in §§ 61.193(g) and 61.195(d) (6). For example, a comprehensive IPC in a multiengine airplane includes demonstration of engine-out procedures, which requires a CFI who holds both multiengine and instrument ratings on his or her pilot certificate.

> **NOTE: In addition to having the appropriate instructor ratings, the CFI should consider other factors relating to his or her ability to conduct an IPC. These include the factors discussed for the flight review as well as the instructor's own instrument currency.**

b. Conducting an IPC. A CFI may conduct part or all of the IPC in an approved ground trainer or level-3-or-below FTD that meets the requirements of § 61.4. If given in an aircraft training device, that trainer must receive specific approval for such use, in writing, by the FAA Administrator. Pilots or CFIs contemplating use of such a device for an IPC should contact their local FSDO. Guidance on the applicability of specific devices to particular tasks is located in the current edition of FAA-S-8081-4, Instrument Rating Practical Test Standards, appendix 2, and the specific device approval document.

> **NOTE: In order to receive flight training credit in FTDs qualified by the NSPM at levels 4 or above, or full flight simulators, such devices must be used pursuant to a curriculum approved under part 121, 135, or 142.**

c. Precheck Considerations. The CFI should structure an IPC in a manner similar to that of the flight review, tailoring the check to the needs of the pilot with mutual agreement on the scope of the check and a plan of action for accomplishing it.

(1) The CFI and pilot should discuss the operating conditions under which the CFI will conduct the check. If the CFI conducts the check in an airplane, the check may be under visual flight rules (VFR) or IFR in simulated instrument conditions, or it may be under IFR in actual instrument conditions. If the CFI conducts the check under IFR, whether conditions are simulated or actual, the CFI should ensure that the aircraft meets all part 91 requirements for operating under IFR. Additionally, if the pilot receiving the check is no longer current under IFR, the CFI should be aware that he or she must act as PIC during the flight and must meet IFR currency requirements. In general, the FAA prefers an instrument proficiency check given under VFR conditions. Conducting the review under VFR will effectively allow the instructor to add variety to the check and to simulate possible emergency conditions. However, if the CFI

conducts the check under VFR conditions, it is the CFI's responsibility to constantly remain vigilant to other aircraft throughout all phases of the flight.

(2) The Pilot's Instrument Experience Summary in Appendix 6 is available to help the CFI structure an appropriate ground review for the IPC. A table in FAA-S-8081-4 lists the maneuvers required for successful completion of the IPC.

(3) As with the flight review, the CFI should develop a plan of action that uses realistic scenarios to organize and sequence the required tasks and maneuvers. Appendix 8 contains a sample plan for conducting the proficiency check. The CFI should also discuss crewmember roles and responsibilities with the pilot.

4-2. IPC-KNOWLEDGE PORTION.

a. Determining the Pilot's Knowledge. The CFI should determine that the pilot has adequate knowledge and understanding of part 91, especially subpart B, Flight Rules; subpart C, Equipment, Instrument, and Certificate Requirements; and subpart E, Maintenance, Preventive Maintenance, and Alterations. Additionally, the CFI should determine that the pilot has adequate knowledge and understanding of the following areas:

(1) Instrument en route and approach chart interpretation, including Standard Instrument Departures (SID), Obstacle Departure Procedures (ODP), Standard Terminal Arrival Routes (STAR), and Area Navigation (RNAV)/Global Positioning System (GPS)/wide area augmentation system (WAAS) procedures.

(2) Obtaining and analyzing weather information, including knowledge of hazardous weather phenomena such as icing and convective activity.

(3) Preflight planning, including aircraft performance, Notices to Airmen (NOTAM) information (including temporary flight restrictions (TFR)), fuel requirements, alternate requirements, and use of appropriate FAA publications such as the Airport/Facility Directory.

(4) Aircraft systems related to IFR operations, including appropriate operating methods, limitations, and emergency procedures due to equipment failure.

(5) Aircraft flight instruments and navigation equipment, including characteristics, limitations, operating techniques and emergency procedures due to malfunction or failure, such as lost communications procedures.

(6) Determining the airworthiness of the aircraft for instrument flight, including required inspections and documents.

(7) Air traffic control (ATC) procedures pertinent to flight under IFR with emphasis on elements of ATC clearances and pilot/controller responsibilities.

b. Evaluation of the Pilot's Skills. Following the discussion of the above subjects, the CFI should ask the pilot to prepare for the skill portion of the IPC by completing the necessary flight planning, obtaining current weather data, filing a flight plan, and conducting the preflight

inspection. In order to fully evaluate the pilot's skills under normal operating conditions, the CFI may wish to have the pilot conduct a short IFR cross-country flight with at least part of the flight conducted "in the system" under IFR.

4-3. IPC-SKILL PORTION. The maneuvers and procedures selected for the IPC must include those listed in Rating Task Table in FAA-S-8081-4. The CFI conducting the IPC has the discretion to require any other maneuver(s) necessary to determine that the pilot can safely operate under IFR in a broad range of conditions appropriate to the aircraft flown and the ATC environment selected. However, in any case, the CFI should pay particular attention to those areas within the PTS identified as "Special Emphasis." The CFI should emphasize proper adherence to ATC clearances. Regardless of the maneuvers and procedures selected, the CFI should ensure that the pilot demonstrates satisfactory basic attitude instrument flying skills. For checks conducted in an airplane but not under actual instrument weather conditions, the CFI should employ an appropriate view-limiting device to simulate instrument conditions. As an aid to the CFI, Appendix 8 contains a sample CFI IPC checklist for conducting the IPC.

4-4. POST-IPC CONSIDERATIONS AND RECORDKEEPING. Upon completion of the proficiency check, the CFI may wish to complete the summary and evaluation portion of the checklist (if used) and debrief the pilot on the results of the check (satisfactory or unsatisfactory). Regardless of the determination, the CFI should provide the pilot with a comprehensive analysis of his or her performance, including suggestions for improving any weak areas. Chapter 5 of FAA-H-8083-9 provides specific suggestions for conducting the postflight evaluation discussion as a "collaborative critique."

a. Unsatisfactory Performance. As with the flight review, the CFI should not endorse the pilot's logbook to reflect an unsatisfactory IPC. Rather, the CFI should log the session as "dual instruction given."

b. Satisfactory Performance. The endorsement for a satisfactory proficiency check should be in accordance with AC 61-65. If the CFI uses the sample plan and checklist in Appendix 8, then he or she may wish to retain the plan as a record of the scope and content of the competency check, even though not required by § 61.189.

APPENDIX 1. SAMPLE CERTIFICATED FLIGHT INSTRUCTOR'S FLIGHT REVIEW CHECKLIST

Step 1: Preflight Review Actions
- ☐ Scheduling
- ☐ Pilot's aeronautical history
- ☐ 14 CFR part 91 review assignment
- ☐ Cross-country flight plan assignment

Step 2: Ground Discussion
- ☐ Regulatory review
- ☐ Cross-country flight plan review
- ☐ Risk management (RM) and personal minimums

Step 3: Conducting the Flight
- ☐ Physical aircraft (basic skills)
- ☐ Mental aircraft (systems knowledge)
- ☐ Aeronautical decisionmaking

Step 4: Postflight Discussion
- ☐ Replay, reflect, reconstruct, redirect
- ☐ Questions

Step 5: Aeronautical Health Maintenance and Improvement Plan
- ☐ Personal minimums checklist
- ☐ Personal proficiency practice plan
- ☐ Training plan (if desired)
- ☐ Resources list

Sample Pilot's Aeronautical History for Flight Review

Pilot:_____
Certificated flight instructor (CFI):_____
Address:_____
Phone(s):_____
e-mail:_____

Pilot Certificate(s):
Private_____Commercial_____
Air transport pilot (ATP)_____
Flight Instructor_____

Ratings (not necessarily inclusive):
Instrument___Airplane Single-Engine Land (ASEL)____Multiengine Land (MEL)_____
Lighter-than-air (LTA)_____
Rotorcraft____(etc.)

Experience (pilot):
Total time_____Last 6 months_____
Average hours/month_____
Time Since last flight review_____
Since last instrument proficiency check (IPC)_____

Experience (aircraft):
Aircraft type(s) you fly_____
Aircraft used most often_____
Total time_____Last 6 months_____
Average hours/month_____

Experience (flight environment):
Since your last flight review, approximately how many hours have you logged in:
Day visual flight rules (VFR)_____
_____
Day instrument flight rules (IFR)_____
_____
Instrument meteorological conditions (IMC)
_____
Night VFR_____Night IFR_____
Mountainous/Overwater_____
Towered_____Non-Towered_____

Type of Flying (external factors):
What percentage of your flying is for:
Pleasure_____Business_____Local_____
Cross country_____

Personal Skills Assessment:
Strengths as a pilot?_____
_____
Areas for improvement?_____
_____
Aviation goals?_____

APPENDIX 2. REGULATORY REVIEW GUIDE

Pilot	**Experience.** Recent flight experience (14 CFR part 61, § 61.57). **Responsibility:** • Authority (14 CFR part 91 § 91.3). • Flightcrew members at station (§ 91.105). • Preflight action (§ 91.103). • Safety belts (§ 91.107). • Air traffic control (ATC) instructions (§ 91.123). **Cautions:** • Careless or reckless operation (§ 91.13). • Dropping objects (§ 91.15). • Alcohol or drugs (§ 91.17). • Supplemental oxygen (§ 91.211). • Fitness for flight (Aeronautical Information Manual (AIM) (chapter 8, section 1)).

Aircraft	**Airworthiness:**
	
	• Basic (§ 91.7).
	• Flight manual, markings, and placards (§ 91.9).
	• Certifications required (§ 91.203).
	• Instrument and equipment requirements (§ 91.205).
	  • Emergency locator transmitter (ELT) (§ 91.207).
	  • Position lights (§ 91.209).
	  • Inoperative instruments and equipment (§ 91.213).
	  • Transponder requirements (§ 91.215).
	
	Maintenance:
	
	• Responsibility (§ 91.403).
	• Maintenance required (§ 91.405).
	• Operation after maintenance (§ 91.407).
	• Maintenance records (§ 91.417).
	
	Inspections:
	
	• Annual, Airworthiness Directives (AD), 100 hours (§ 91.409).
	• Altimeter and pitot static system (§ 91.411).
	• Very high frequency Omnidirectional Range (VOR) check (§ 91.171).
	• Transponder (§ 91.413).
	• ELT (§ 91.207).

Environment	**Airports:**
	
	• Markings (AIM (chapter 2, section 3)).
	• Operations (AIM (chapter 4, section 3); §§ 91.125 and 91.126).
	• Traffic Patterns (§ 91.126).
	
	Airspace:
	
	• Altimeter Settings (AIM (chapter 7, section 2); § 91.121).
	• Minimum Safe Altitudes (§§ 91.119 and 91.177).
	• Cruising Altitudes (AIM (chapter 3, section 1, paragraph 3-1-5); §§ 91.159 and 91.179).
	• Speed Limits (§ 91.117).
	• Right of Way (§ 91.113).
	• Formation (§ 91.111).
	• Types of Airspace (AIM (chapter 3)).
	  • Controlled Airspace (AIM (chapter 3, section 2); §§ 91.129, 91.130, 91.131, and 91.135).
	  • Class G Airspace (AIM (chapter 3, section 3).
	  • Special Use (AIM (chapter 3, section 4); §§ 91.133, 91.137, 91.141. 91.143, and 91.145).
	• Emergency Air Traffic Rules (AIM (chapter 5, section 6); § 91.139).
	
	Air Traffic Control & Procedures:
	
	• Services (AIM (chapter 4, section 1)).
	• Radio Communications (AIM (chapter 4, section 2); Pilot/Controller Glossary).
	• Clearances (AIM (chapter 4, section 4)).
	• Procedures (AIM (chapter 5)).
	
	Weather:
	
	• Meteorology (AIM (chapter 7, section 1)).
	• Wake Turbulence (AIM (chapter 7, section 3)).

External Pressures	Personal Minimums Checklist. Risk management (RM) (3-P model). Practical test standards (PTS) Special Emphasis Items.

APPENDIX 3. SAMPLE PILOT'S PERSONAL AERONAUTICAL GOALS

Pilot's Name:_____CFI:_____
Date:_____Review Date:_____

Training Goals

_____Certificate Level (Private, Commercial, air transport pilot (ATP))
_____Ratings (Instrument, Multiengine Land (MEL), Airplane Single Engine Sea (ASES), Airplane Multiengine Sea (AMES), Rotorcraft, Glider, etc.)
_____Endorsements (high performance, complex, tailwheel, high altitude, etc.)
_____Phase in Pilot Proficiency Program (WINGS)
_____Instructor Qualifications (certificated flight instructor (CFI), CFI – instrument (CFII), Multiengine Instructor, advanced ground instructor (AGI), instrument ground instructor (IGI))
Other:_____

Proficiency Goals

_____Lower personal minimums to:
- _____ Ceiling
- _____ Visibility
- _____ Winds
- _____ Precision approach minimums
- _____ Non-precision approach minimums

_____Fly at least:
- _____ Times per month
- _____ Hours per month
- _____ Hours per year
- _____ Cross-country flights per year
- _____ Night hours per month

_____Make a cross-country trip to:
_____

Other:_____

Aeronautical Training Plan

_____
_____
_____
_____

APPENDIX 4. SAMPLE AIRPLANE PILOT'S PROFICIENCY PRACTICE PLAN

Pilot's Name:_____CFI:_____
Date:_____Review Date:_____

Visual Flight Rules (VFR) Flight Profile – Every 4-6 Weeks:

1. Preflight (include 3-P risk management process (RMP)) (refer to Appendix 9, Resources, paragraph 5). Normal taxi, takeoff, departure to practice area.

CHAPS (before each maneuver):

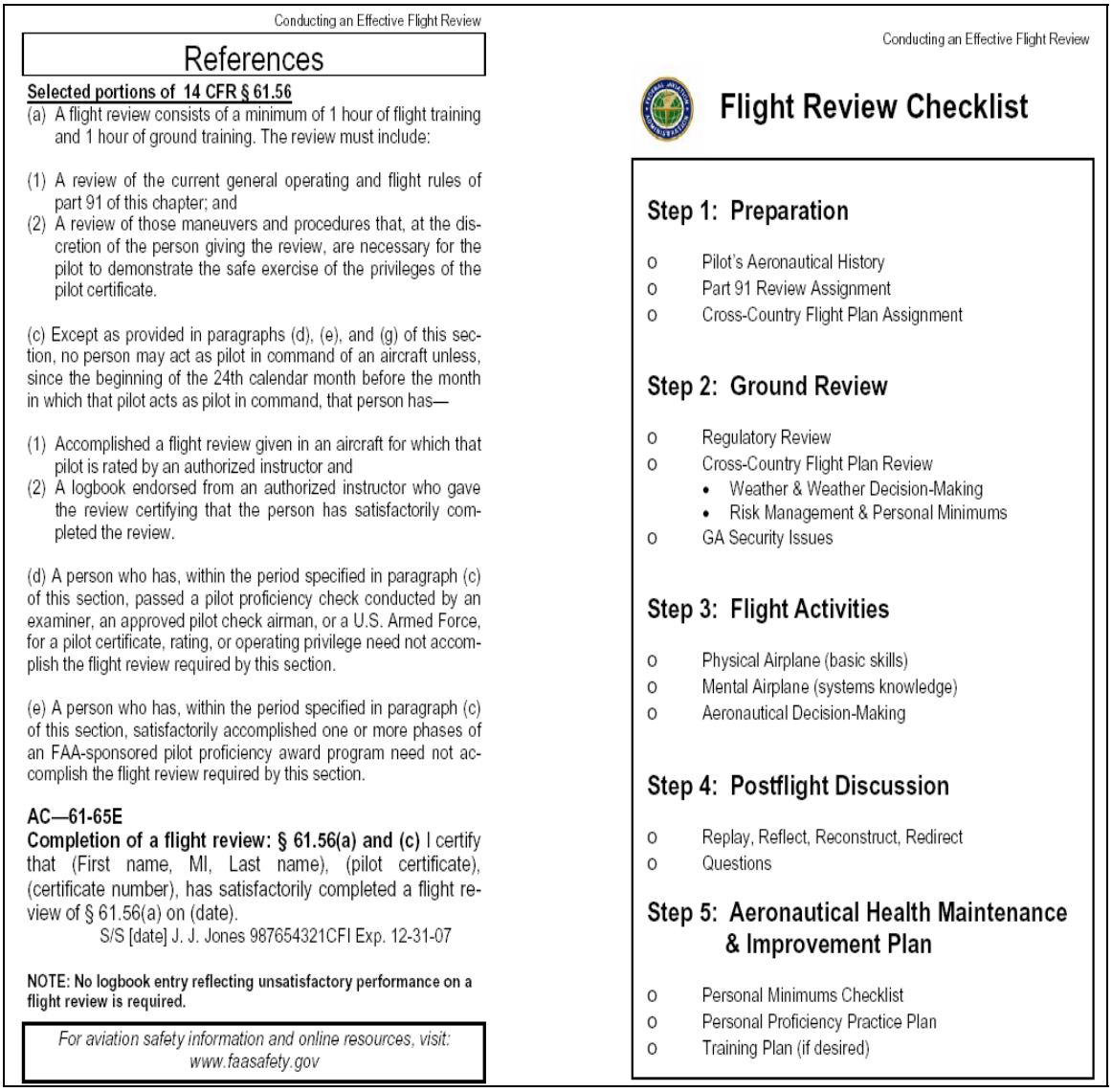
- Clear the area.
- Heading established and noted.
- Altitude established (at least 3,000 above ground level (AGL)).
- Position near a suitable emergency landing area.
- Set power and aircraft configuration.

1. Steep turns (both directions), altitude within 100 feet and airspeed within 10 knots.
2. Power-off stalls (approach to landing) and recovery.
3. Power-on stalls (takeoff/departure) and recovery.
4. Ground reference maneuvers (600' to 1000' AGL).
5. Pattern practice:

- Normal landing (full flaps).
- Short-field takeoff and landing over a 50 feet obstacle.
- Soft-field takeoff and landing.

1. Secure the aircraft.
2. Review your performance.
3. Schedule next proficiency flight.

APPENDIX 5. SAMPLE FLIGHT REVIEW CHECKLIST (SIDE 1)



Conducting an Effective Flight Review

References

Selected portions of 14 CFR § 61.56

(a) A flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

(1) A review of the current general operating and flight rules of part 91 of this chapter; and
(2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(c) Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

(1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and
(2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.

(d) A person who has, within the period specified in paragraph (c) of this section, passed a pilot proficiency check conducted by an examiner, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege need not accomplish the flight review required by this section.

(e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

AC—61-65E

Completion of a flight review: § 61.56(a) and (c) I certify that (First name, MI, Last name), (pilot certificate), (certificate number), has satisfactorily completed a flight review of § 61.56(a) on (date).

S/S [date] J. J. Jones 987654321CFI Exp. 12-31-07

NOTE: No logbook entry reflecting unsatisfactory performance on a flight review is required.

For aviation safety information and online resources, visit: www.faasafety.gov

Conducting an Effective Flight Review

Flight Review Checklist

Step 1: Preparation

- o Pilot's Aeronautical History
- o Part 91 Review Assignment
- o Cross-Country Flight Plan Assignment

Step 2: Ground Review

- o Regulatory Review
- o Cross-Country Flight Plan Review
  - Weather & Weather Decision-Making
  - Risk Management & Personal Minimums
- o GA Security Issues

Step 3: Flight Activities

- o Physical Airplane (basic skills)
- o Mental Airplane (systems knowledge)
- o Aeronautical Decision-Making

Step 4: Postflight Discussion

- o Replay, Reflect, Reconstruct, Redirect
- o Questions

Step 5: Aeronautical Health Maintenance & Improvement Plan

- o Personal Minimums Checklist
- o Personal Proficiency Practice Plan
- o Training Plan (if desired)

APPENDIX 5. SAMPLE FLIGHT REVIEW CHECKLIST (Side 2)

Ground Review

P	**Experience:** Recent flight experience (61.57) **Responsibility:** Authority (91.3) ATC Instructions(91.123) Preflight action (91.103) Safety belts (91.107) Flight crew at station (91.105) **Cautions:** Careless or reckless operation (91.13) Dropping objects (91.15) Alcohol or drugs (91.17 Supplemental oxygen (91.211) Fitness for flight (AIM Chapter 8, Section 1)
A	**Airworthiness:** Basic (91.7) Flight manual, markings, placards (91.9) Certifications required (91.203) Instrument & equipment requirements (91.205) -ELT (91.207) -Position lights (91.209) -Transponder requirements (91.215) -Inoperative instruments and equipment (91.213) **Maintenance:** Responsibility (91.403) Maintenance required (91.405) Maintenance records (91.417) Operation after maintenance (91.407) **Inspections:** Annual, Airworthiness Directives, 100-Hour (91.409) Altimeter & Pitot Static System (91.411) VOR check (91.171) Transponder (91.413) ELT (91.207)
V	**Airports** Markings (AIM Chapter 2, Section 3) Operations (AIM 4-3; 91.126, 91.125) Traffic Patterns (91.126 **Airspace** Altimeter Settings (91.121; AIM 7-2) Minimum Safe Altitudes (91.119, 91.177) Cruising Altitudes (91.159, 91.179; AIM 3-1-5) Speed Limits (91.117) Right of Way (91.113) Formation (91.111) Types of Airspace (AIM 3) -Controlled Airspace (AIM 3-2; 91.135, 91.131, 91.130, 91.129) -Class G Airspace (AIM 3-3) -Special Use (AIM 3-4; 91.133, 91.137, 91.141. 91.143, 91.145) Emergency Air Traffic Rules (91.139; AIM 5-6) **Air Traffic Control & Procedures** Services (4-1) Radio Communications (4-2 & Pilot/Controller Glossary) Clearances (4-4) Procedures (AIM 5) **Weather** Meteorology (AIM 7-1) Wake Turbulence (AIM 7-3)
E	Personal Minimums Checklist Risk Management (3-P model) PTS Special Emphasis Items

Conducting an Effective Flight Review

Suggested Flight Activities

Note: Structure the flight portion as an out-and-back VFR XC, with one leg focused on XC procedures (including diversion and lost procedures and the other leg focused on airwork ("physical airplane" skills). Suggested activities include:

AREA OF OPERATION (from Private Pilot PTS)

I. PREFLIGHT PREPARATION
- **A.** Weather Information
- **B.** Cross-Country Flight Planning
- **F.** Performance and Limitations
- **G** Operation of Systems

II. PREFLIGHT PROCEDURES
- **A.** Preflight Inspections
- **B.** Cockpit Management
- **F.** Before Takeoff Check

III. AIRPORT OPERATIONS
- **A.** Radio Communications
- **C.** Airport, Runway, Taxiway Signs, Markings, & Lighting

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS
- **A.** Normal and Crosswind Takeoff/Climb
- **B.** Normal and Crosswind Approach/Landing
- **C.** Soft-Field Takeoff and Climb
- **D.** Soft-Field Approach and Landing
- **E.** Short-Field Takeoff
- **F.** Short-Field Approach
- **L.** Go-Around/Rejected Landing

V. PERFORMANCE MANEUVER
- **A.** Steep Turns

VII. NAVIGATION
- **A.** Pilotage and Dead Reckoning
- **B.** Navigation Systems & Radar Services
- **C.** Diversion
- **D.** Lost Procedures

VIII. SLOW FLIGHT AND STALLS
- **A.** Maneuvering During Slow Flight
- **B.** Power-Off Stalls
- **C.** Power-On Stalls
- **D.** Spin Awareness

IX. BASIC INSTRUMENT MANEUVERS
- **A.** Straight and Level Flight
- **D.** Turns to Headings
- **E.** Recovery from Unusual Flight Attitudes
- **F.** Radio Communications/Nav Systems

X. EMERGENCY OPERATIONS
- **A.** Emergency Approach and Landing
- **B.** Systems and Equipment Malfunctions

XI. POSTFLIGHT PROCEDURES
- **A.** After Landing, Parking, Securing

APPENDIX 6. SAMPLE PILOT'S INSTRUMENT EXPERIENCE SUMMARY

Pilot:_____
Certificated flight instructor (CFI):_____
_____
Address:_____
Phone(s):_____
e-mail:_____

Type of Pilot Certificate(s):
Private_____
Commercial_____
Air transport pilot (ATP)_____
Flight instructor_____

Rating(s):
Instrument_____
Multiengine_____
Rotorcraft_____
Glider_____
Lighter-than-air (LTA)_____

Experience (pilot):
Total time_____
Last 6 months_____
Average hours/month_____
Time logged since last instrument proficiency check (IPC)_____

Experience (aircraft):
Aircraft type(s) you fly_____
_____
_____
Aircraft used most often_____
_____
_____

For this aircraft:
Total time_____
Last 6 months_____
Average hours/month_____

Experience (flight environment):
Approximately how many hours logged in:

Day visual flight rules (VFR)_____
Day instrument flight rules (IFR)_____
Instrument meteorological conditions (IMC)
_____
Night VFR_____
Night IFR_____
Approaches_____
Approaches to minimums_____
Approaches in last 6 months_____

Type of Flying (external factors):
What percentage of your flying is for:
Pleasure_____
Business_____
Local_____Cross country_____

Personal Skills Assessment:
Strengths as a pilot?_____
_____
Areas for improvement?_____
_____
Aviation goals?_____
_____
_____

APPENDIX 7. SAMPLE INSTRUMENT TRAINING AND PROFICIENCY PLAN

Pilot's Name:_____CFI:_____
Date:_____Review Date:_____

Instrument Training Goals

_____ Certificate Level (Private, Commercial, air transport pilot (ATP))
_____ Ratings (Instrument, Multiengine Land (MEL), Airplane Single Engine Sea (ASES), Airplane Multiengine Sea (AMES)
_____ Phase in Pilot Proficiency (Wings) Program
_____ Instructor Qualifications (certificated flight instructor (CFI), CFI – instrument (CFII), multiengine instructor, advanced ground instructor (AGI), instrument ground instructor (IGI))
Other:_____

Instrument Proficiency Goals

_____Lower personal minimums to:
- _____ Ceiling
- _____ Visibility
- _____ Winds
- _____ Precision approach minimums
- _____ Non-precision approach minimums

_____Fly instrument flight rules (IFR)/instrument meteorological conditions (IMC) at least:
- _____ Times per month
- _____ Hours per month
- _____ Hours per year
- _____ Cross-country flights per year
- _____ Night hours per month

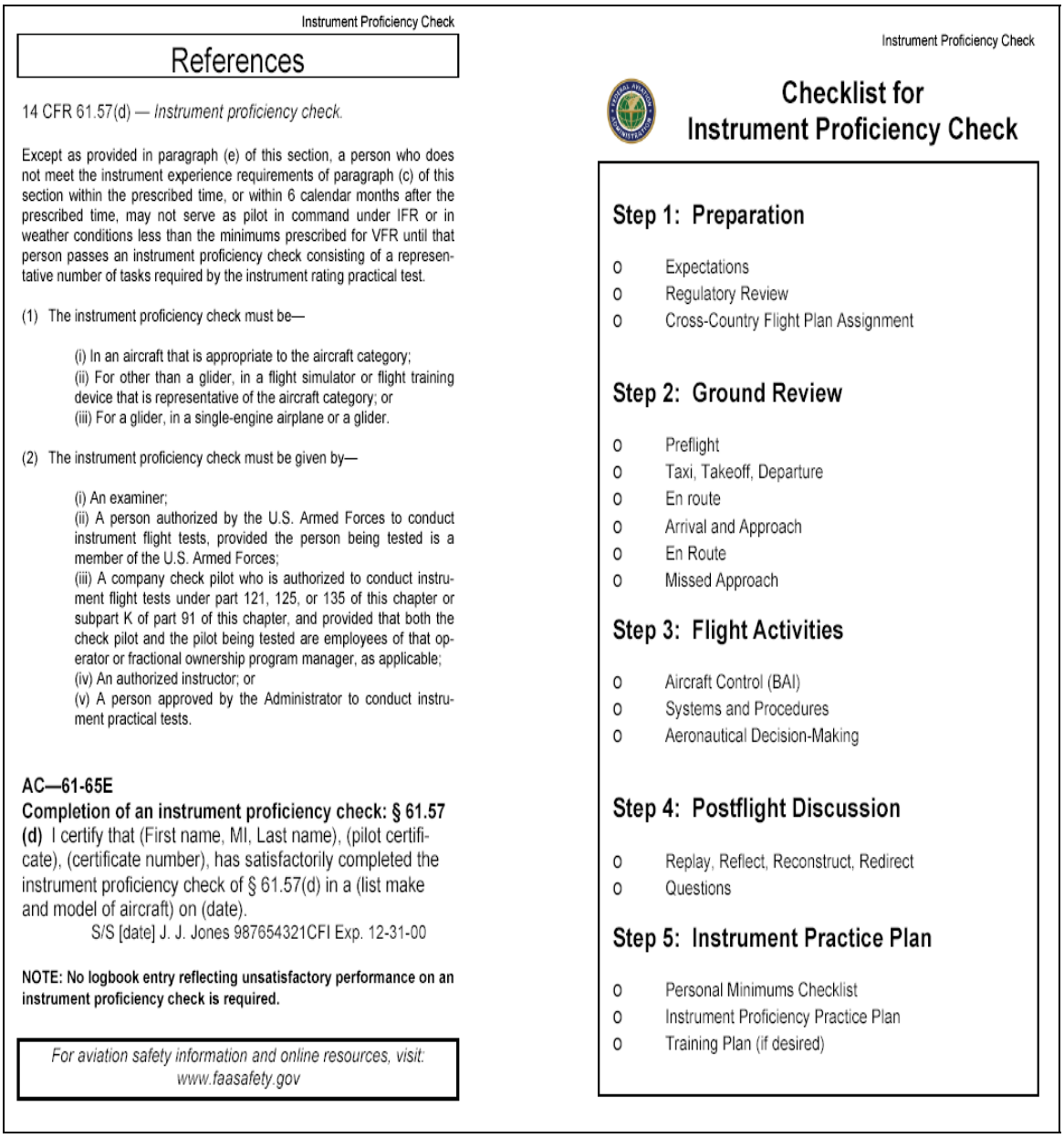
_____Make an IFR/IMC cross-country trip to:
_____

Other:_____
_____

Aeronautical Training Plan

_____
_____
_____
_____

APPENDIX 8. SAMPLE CERTIFICATED FLIGHT INSTRUCTOR'S INSTRUMENT PROFICIENCY CHECK CHECKLIST (SIDE 1)



Instrument Proficiency Check

References

14 CFR 61.57(d) — *Instrument proficiency check.*

Except as provided in paragraph (e) of this section, a person who does not meet the instrument experience requirements of paragraph (c) of this section within the prescribed time, or within 6 calendar months after the prescribed time, may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until that person passes an instrument proficiency check consisting of a representative number of tasks required by the instrument rating practical test.

(1) The instrument proficiency check must be—

(i) In an aircraft that is appropriate to the aircraft category;
(ii) For other than a glider, in a flight simulator or flight training device that is representative of the aircraft category; or
(iii) For a glider, in a single-engine airplane or a glider.

(2) The instrument proficiency check must be given by—

(i) An examiner;
(ii) A person authorized by the U.S. Armed Forces to conduct instrument flight tests, provided the person being tested is a member of the U.S. Armed Forces;
(iii) A company check pilot who is authorized to conduct instrument flight tests under part 121, 125, or 135 of this chapter or subpart K of part 91 of this chapter, and provided that both the check pilot and the pilot being tested are employees of that operator or fractional ownership program manager, as applicable;
(iv) An authorized instructor; or
(v) A person approved by the Administrator to conduct instrument practical tests.

AC—61-65E
Completion of an instrument proficiency check: § 61.57 (d) I certify that (First name, MI, Last name), (pilot certificate), (certificate number), has satisfactorily completed the instrument proficiency check of § 61.57(d) in a (list make and model of aircraft) on (date).
S/S [date] J. J. Jones 987654321CFI Exp. 12-31-00

NOTE: No logbook entry reflecting unsatisfactory performance on an instrument proficiency check is required.

For aviation safety information and online resources, visit: www.faasafety.gov

Instrument Proficiency Check

Checklist for Instrument Proficiency Check

Step 1: Preparation

- o Expectations
- o Regulatory Review
- o Cross-Country Flight Plan Assignment

Step 2: Ground Review

- o Preflight
- o Taxi, Takeoff, Departure
- o En route
- o Arrival and Approach
- o En Route
- o Missed Approach

Step 3: Flight Activities

- o Aircraft Control (BAI)
- o Systems and Procedures
- o Aeronautical Decision-Making

Step 4: Postflight Discussion

- o Replay, Reflect, Reconstruct, Redirect
- o Questions

Step 5: Instrument Practice Plan

- o Personal Minimums Checklist
- o Instrument Proficiency Practice Plan
- o Training Plan (if desired)

APPENDIX 8. SAMPLE CERTIFICATED FLIGHT INSTRUCTOR'S INSTRUMENT PROFICIENCY CHECK CHECKLIST (Side 2)

Instrument Proficiency Check

Ground Review

PILOT		
	61.57	Recency of Experience
	91.3	PIC responsibilities and authority
	91.103	Preflight actions
	AIM 8	Medical facts for pilots

AIRCRAFT		
	91.167	Fuel requirements
	91.171	Equipment check (VOR)
	91.185	IFR two-way radio communications failure
	91.187	Malfunction reports
	91.205	Required instruments and equipment
	91.207	ELT
	91.209	Aircraft lights
	91.213	Inoperative instruments and equipment
	91.411	Altimeter and pitot-static system tests
	91.413	ATC transponder tests

ENVIRONMENT		
	91.123	ATC instructions
	91.169	IFR flight plan
	91.173	ATC clearance and flight plan
	91.175	TO and LDG in IFR
	91.177	Minimum IFR altitudes
	91.179	IFR cruising altitudes
	91.181	Course to be flown
	91.183	IFR two-way communications
	AIM 1	Navigation aids
	AIM 4	Air traffic control
	AIM 5	Air traffic procedures

EXTERNAL PRESSURES		
	91.185	IFR two-way radio communications failure
	AIM 6	Emergency procedures
	AIM 5-6	National security and interception procedures

Instrument Proficiency Check

Flight Activities

AREA OF OPERATION	DATE
I. PREFLIGHT PREPARATION A. Weather Information B. Cross-Country Flight Planning	
II. PREFLIGHT PROCEDURES A. Aircraft Systems Related to IFR Operations B. Aircraft Flight Instruments and Navigation Equipment C. Instrument Cockpit Check	
III. AIR TRAFFIC CONTROL CLEARANCES AND PROCEDURES A. Air Traffic Control Clearances B. Compliance with Departure, En Route, and Arrival Procedures and Clearances C. Holding Procedures	
IV. FLIGHT BY REFERENCE TO INSTRUMENTS A. Basic Instrument Flight Maneuvers B. Recovery from Unusual Flight Attitudes	
V. NAVIGATION SYSTEMS A. Intercepting/Tracking Navigational Systems and DME Arcs	
VI. INSTRUMENT APPROACH PROCEDURES A. Nonprecision Approach (NPA) B. Precision Approach (PA) C. Missed Approach D. Circling Approach E. Landing from a Straight-in or Circling Approach	
VII. EMERGENCY OPERATIONS A. Loss of Communications B. One Engine Inoperative During Straight-and-Level Flight and Turns (Multiengine Airplane) C. One Engine Inoperative—Instrument Approach (Multiengine Airplane) D. Loss of Primary Flight Instrument Indicators	
VIII. POSTFLIGHT PROCEDURES A. Checking Instruments and Equipment	

Note: Structure the flight portion as an out-and-back IFR XC, with one leg focused on XC procedures (including missed approach and diversion procedures) and the other leg focused on airwork (aircraft control).

APPENDIX 9. RESOURCES

1. Advisory Circulars (AC) (current editions):

- AC 61-65, Certification: Pilots and Flight and Ground Instructors.
- AC 61-89, Pilot Certificates: Aircraft Type Ratings.
- AC 61-91, WINGS Pilot Proficiency Program.
- AC 61-107, Operations of Aircraft at Altitudes Above 25,000 Feet MSL and/or Mach Numbers (Mmo) Greater than .75.

2. Aviation Digital Data Service (ADDS): http://adds.aviationweather.noaa.gov.

3. Aircraft Owners and Pilots Association (AOPA): http://www.aopa.org.

4. Beyond the Buttons: Mastering Our Marvelous Flying Machines:
http://www.faa.gov/news/aviation_news/2007/media/MarchApril2007.pdf.

5. Conducting an Effective Flight Review:
http://www.faa.gov/pilots/training/media/flight_review.pdf.

6. Flight Service (Lockheed Martin):

- http://www.afss.com.
- General Aviation Pilot's Guide to Preflight Weather Planning, Weather Self-Briefings, and Weather Decision Making
  www.faa.gov/pilots/safety/media/ga_weather_decision_making.pdf.

7. General Aviation Manufacturer's Association (GAMA): http://www.gama.aero/.

8. Instrument Proficiency Check Guidance:
www.faa.gov/pilots/training/media/IPC_Guidance.pdf.

9. Night Flying: www.aopa.org/asf/safety_topics.html#night.

10. Online Resources for CFIs: www.faasafety.gov.

11. Personal Minimums Checklist:
https://www.faasafety.gov/files/gslac/library/documents/2007/Jan/14078/6.2%20Personal%20Minimums%20Worksheet.pdf.

12. Personal and Weather Risk Assessment Guide:
http://www.faa.gov/training_testing/training/fits/guidance.

13. Practical Test Standards (current editions):

- FAA-S-8081-4, Instrument Rating Practical Test Standards.
- FAA-H-8083-3, Airplane Flying Handbook.
- FAA-H-8083-9, Aviation Instructor's Handbook.

14. Risk Management and System Safety Modules:
http://www.faa.gov/training_testing/training/fits/training/flight_instructor.

15. Risk Management Teaching Tips: www.faa.gov/library/manuals/pilot_risk.

16. Teaching Practical Risk Management (May/June 2005 Issue of FAA Aviation News):
http://www.faa.gov/news/safety_briefing/2005.

17. Tools for CFIs (AOPA): http://flighttraining.aopa.org/cfis.