CFI Bootcamp

Flight Instructor Training

Flight Instructor Checkride

Flight Instructor Checkride

It’s a Teaching Test

CFI Bootcamp
Flight Instructor Training

Not a Self-Study Rating

61.185 requires an Authorized Instructor to Give:
Fundamentals of Instructing
Aeronautical Knowledge for Rec, Private and Comm
** No Home Study Course is Authorized as replacement

No Aeronautical Experience Requirements

There are no aeronautical experience requirements
There is no 3 hours in prep within the previous 2 mos
Training is to proficiency

Authorized Instructor Qualifications - FLIGHT

2 Years – 200 hours Dual Given
5 Applicants with at least 80% first time pass rate
Flight Instructor Enhanced Qualification Program - 141

Authorized Instructor Qualifications - GROUND

2 Years – 40 hours ground instruction
100 hours ground in a Part 141 approved course

Authorized Instructor Qualifications – SPIN TRAINING

Must meet the Authorized Instructor Flight requirements

U.S. Department
of Transportation

**Federal Aviation
Administration**

FAA-S-ACS-25

Flight Instructor for Airplane Category
Airman Certification Standards

November 2023

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Flight Instructor Training

Flight Instructor Checkride

Significant Changes:

Risk Management in every task

Area of Operation I. Fundamentals of Instructing

Note: *The evaluator must select Task E, Task F, and at least one other Task for initial flight instructor applicants. During a practical test for an added flight instructor rating or flight instructor reinstatement, the evaluator has discretion to evaluate the applicant on Fundamentals of Instructing.*

Task A. Effects of Human Behavior and Communication on the Learning Process

Risk Management:	The applicant is able to identify, assess, and mitigate risk associated with:
FI.I.A.R1	Recognizing and accommodating human behavior.
FI.I.A.R2	Barriers to communication.

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Significant Changes:

FOI has some titles regrouped

Task C. Course Development, Lesson Plans, and Classroom Training Techniques

References: FAA-H-8083-2, FAA-H-8083-9, FAA-H-8083-25

Objective: To determine the applicant understands the teaching process, can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

Task E. Elements of Effective Teaching in a Professional Environment

Task F. Elements of Effective Teaching that Include Risk Management and Accident Prevention

Flight Instructor Checkride

Significant Changes:

Sport Pilot and BasicMed inclusions

Task A. Pilot Qualifications

References: *14 CFR parts 61, 68, 91; AC 60-28, AC 68-1; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25; POH/AFM*

Objective: To determine the applicant understands pilot training and qualification requirements for different levels of pilot certificate including student pilot, sport pilot, recreational pilot, private pilot, commercial pilot, and flight instructor; can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

Knowledge:	The applicant demonstrates instructional knowledge by describing and explaining:
AI.III.A.K1	Certification, currency, and recordkeeping requirements, including training and logbook entries.
AI.III.A.K2	Privileges and limitations of pilot certificates and ratings at student pilot, sport, recreational, private, commercial, and flight instructor levels.
AI.III.A.K3	Medical certificates: class, expiration, privileges, temporary disqualifications, and operations under BasicMed.
AI.III.A.K4	Documents pilots must possess to exercise privileges of the specified certificate(s) and rating(s).

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Significant Changes:

Weather Theory

Task C. Weather Information

References: *14 CFR part 91; AC 91-92; AIM; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-25, FAA-H-8083-28*

Objective: To determine the applicant understands weather information, can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

Note: *If K2 is selected, the evaluator must assess the applicant's knowledge of at least three sub-elements.*

Note: *If K3 is selected, the evaluator must assess the applicant's knowledge of at least three sub-elements.*

Flight Instructor Checkride

Significant Changes:

Weather Theory

AI.III.C.K3	Meteorology applicable to the departure, en route, alternate, and destination under visual flight rules (VFR) in Visual Meteorological Conditions (VMC), including expected climate and hazardous conditions such as:
AI.III.C.K3a	a. Atmospheric composition and stability
AI.III.C.K3b	b. Wind (e.g., windshear, mountain wave, factors affecting wind, etc.)
AI.III.C.K3c	c. Temperature and heat exchange
AI.III.C.K3d	d. Moisture/precipitation
AI.III.C.K3e	e. Weather system formation, including air masses and fronts
AI.III.C.K3f	f. Clouds
AI.III.C.K3g	g. Turbulence
AI.III.C.K3h	h. Thunderstorms and microbursts
AI.III.C.K3i	i. Icing and freezing level information
AI.III.C.K3j	j. Fog/mist
AI.III.C.K3k	k. Frost
AI.III.C.K3l	l. Obstructions to visibility (e.g., smoke, haze, volcanic ash, etc.)
AI.III.C.K4	Flight deck instrument displays of digital weather and aeronautical information.

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Significant Changes:

XC Flight Plan can be electronic – Explaining and demonstrating

Task I. Navigation and Cross-Country Flight Planning

References: 14 CFR part 91; AIM; Chart Supplements; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-25, NOTAMs; VFR Navigation Charts

Objective: To determine the applicant understands navigation and cross-country flight planning, can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

Note: *Preparation, presentation, and explanation of a computer-generated flight plan is an acceptable option.*

Flight Instructor Checkride

Significant Changes:

Weight and balance moved into performance and limitations

Task F. Performance and Limitations

References: FAA-H-8083-1, FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-25; POH/AFM

Objective: To determine the applicant understands aircraft performance and limitations, can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

Knowledge:	The applicant demonstrates instructional knowledge by describing and explaining:
AI.II.F.K1	Elements related to performance and limitations by explaining the use of charts, tables, and data to determine performance.
AI.II.F.K2	Factors affecting performance, including:
AI.II.F.K2a	a. Atmospheric conditions
AI.II.F.K2b	b. Pilot technique
AI.II.F.K2c	c. Airplane configuration
AI.II.F.K2d	d. Airport environment
AI.II.F.K2e	e. Loading and weight and balance
AI.II.F.K3	Weight and balance terms, including: basic empty weight, maximum gross weight, arm, moment, reference datum, center of gravity (CG) and CG limits, and useful load.
AI.II.F.K4	Methods for computing CG.
AI.II.F.K5	Aerodynamics.

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Significant Changes:

Principles of Flight now includes Forces acting on an airplane

Task D. Principles of Flight

References: FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-23, FAA-H-8083-25; POH/AFM

Objective: To determine the applicant understands aerodynamics appropriate to the desired instructor certificate, can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

Knowledge:	The applicant demonstrates instructional knowledge by describing and explaining:
AI.II.D.K1	Airfoil design characteristics.
AI.II.D.K2	Airplane stability, maneuverability and controllability.
AI.II.D.K3	Turning tendency (e.g., torque, p-factor, spiraling slipstream, and gyroscopic precession).
AI.II.D.K4	Forces acting on an airplane.
AI.II.D.K5	Load factors in airplane design.
AI.II.D.K6	Wingtip vortices and appropriate precautions.

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Significant Changes:

Applicants can use previously developed lesson plans from their library.

Area of Operation IV. Preflight Lesson on a Maneuver to be Performed in Flight

Note: *The evaluator asks the applicant to present a preflight lesson on the selected maneuver as the lesson would be taught to a student and determines the outcome of this Task before the flight portion of the practical test. Previously developed lesson plans from the instructor applicant's library may be used.*

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Significant Changes:

Slow Flight has two methods that can be chosen

Area of Operation X. Slow flight, Stalls, and Spins

Note: *For single-engine, the evaluator must select Task A or B; Task C, D, or E; Task F, G, or H; and Task I. For multiengine the evaluator must select Task A and Task C, D, or E.*

Task A. Maneuvering During Slow Flight

References: AC 61-67; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-25; POH/AFM

Skills:	The applicant demonstrates and simultaneously explains how to:
AI.X.A.S1	Clear the area.
AI.X.A.S2	Select an entry altitude that allows the Task to be completed no lower than 1,500 feet above ground level (AGL) (ASEL, ASES) or 3,000 feet AGL (AMEL, AMES).
AI.X.A.S3	Establish and maintain an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in a stall warning (e.g., aircraft buffet, stall horn, etc.).

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Significant Changes:

Slow Flight has two methods that can be chosen

Task B. Demonstration of Flight Characteristics at Various Configurations and Airspeeds (ASEL and ASES)

References: AC 61-67; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-25; POH/AFM

Objective: To determine the applicant understands flight characteristics and power required at different airspeeds and configurations appropriate to the make and model of airplane flown, can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

Note: *See Appendix 2: Safety of Flight and Appendix 3: Aircraft, Equipment, and Operational Requirements & Limitations for information related to this Task.*

Flight Instructor Checkride

Significant Changes:

Slow Flight has two methods that can be chosen

Skills:	The applicant demonstrates and simultaneously explains how to:
AI.X.B.S1	Conduct and explain the procedure, manage the associated risk, and fly the airplane, while maintaining altitude ±100 feet, airspeed +5/-0 knots, heading ±10°, and specified bank angle ±5°, as appropriate.
AI.X.B.S2	Select an altitude that allows the maneuver to be performed no lower than 1,500 feet above ground level (AGL).
AI.X.B.S3	Clear the area.
AI.X.B.S4	Clean configuration demonstration:
AI.X.B.S4a	a. Establish and maintain design/operating maneuvering speed appropriate to the airplane's weight while describing pitch, power, and trim inputs to maintain altitude and airspeed, then;
AI.X.B.S4b	b. With gear and flaps retracted (as applicable), slow the airplane to, and maintain, best glide speed (or as specified by evaluator), noting the power setting required, then;
AI.X.B.S4c	c. Continue to slow the airplane to, and maintain, an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power would result in an immediate stall, and maintain that airspeed in level flight, noting the airspeed and power setting required, ~~while~~;
AI.X.B.S4d	d. Verbally acknowledging stall warning indications, then;
AI.X.B.S4e	e. Without changing power setting, lower the pitch attitude and accelerate to a faster airspeed until reestablishing the airplane in level flight, noting the new airspeed and amount of altitude lost, then;
AI.X.B.S4f	f. Return to normal cruise flight at the altitude and heading specified by the evaluator

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Significant Changes:

Slow Flight has two methods that can be chosen

AI.X.B.S5	Landing configuration demonstration.
AI.X.B.S5a	a. Establish and maintain design/operating maneuvering speed appropriate to the airplane's weight while describing pitch, power, and trim inputs to maintain altitude and airspeed, then;
AI.X.B.S5b	b. Slow the airplane to, and maintain, the appropriate limiting airspeeds and fully extend the landing gear and flaps (as appropriate), then;
AI.X.B.S5c	c. With gear and flaps fully extended (as applicable), slow the airplane to, and maintain, reference landing speed (or as specified by the evaluator), noting the power setting required, then;
AI.X.B.S5d	d. With gear and flaps fully extended, continue to slow the airplane to, and maintain, an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power would result in an immediate stall, and maintain that airspeed in level flight, noting the airspeed and power setting required, while;
AI.X.B.S5e	e. Verbally acknowledging stall warning indications, then;
AI.X.B.S5f	f. Without changing power setting, lower the pitch attitude and accelerate to a faster airspeed until reestablishing the airplane in in level flight, noting the new airspeed and amount of altitude lost, then;
AI.X.B.S5g	g. Return to normal cruise flight at the altitude and heading specified by the evaluator

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Significant Changes:

Secondary Stall must be a Full Stall Demonstration

Task H. Secondary Stall Demonstration (ASEL, ASES)

References: AC 61-67; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-25; POH/AFM

Skills:	The applicant exhibits the skill to:
AI.X.H.S1	Clear the area.
AI.X.H.S2	Select an entry altitude that allows the Task to be completed no lower than 3,000 feet above ground level (AGL).
AI.X.H.S3	Enter a stall in a specified configuration and exceed the critical angle of attach a second time during the recovery.
AI.X.H.S4	Recover promptly and appropriately after a secondary stall occurs.
AI.X.H.S5	Describe and demonstrate conditions that lead to a secondary stall for future avoidance.
AI.X.H.S6	Analyze and correct common errors related to this Task.

Flight Instructor Checkride

Significant Changes:

The DPE can now test FOI on Renewal/Reinstatements

Flight Instructor Renewal/Reinstatement

In accordance with 14 CFR part 61, section 61.199(a), the renewal or reinstatement of one rating on a Flight Instructor Certificate renews or reinstates all privileges existing on the certificate.

Required Area of Operation	Airplane Single-Engine	Airplane Multiengine
I	**	**
II	C,K, and 1 other Task	C,K,P, and 1 other Task

Note: *A double asterisk directs the evaluator to consider the period of inactivity. The evaluator may test FOI Tasks for any reinstatement.*

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A/O II – Technical Subject Areas

Task E – Aircraft Flight Controls and Operation of Systems – Used to be two separate tasks

A/O II – Technical Subject Areas

Task H – Navigation and Radar Services now includes Transponder Mode(s), A, C and S. Also testing on ADS-B is required.

A/O II – Technical Subject Areas

Task J – 14 CFR and Publications
Now includes INFOs and SAFOs

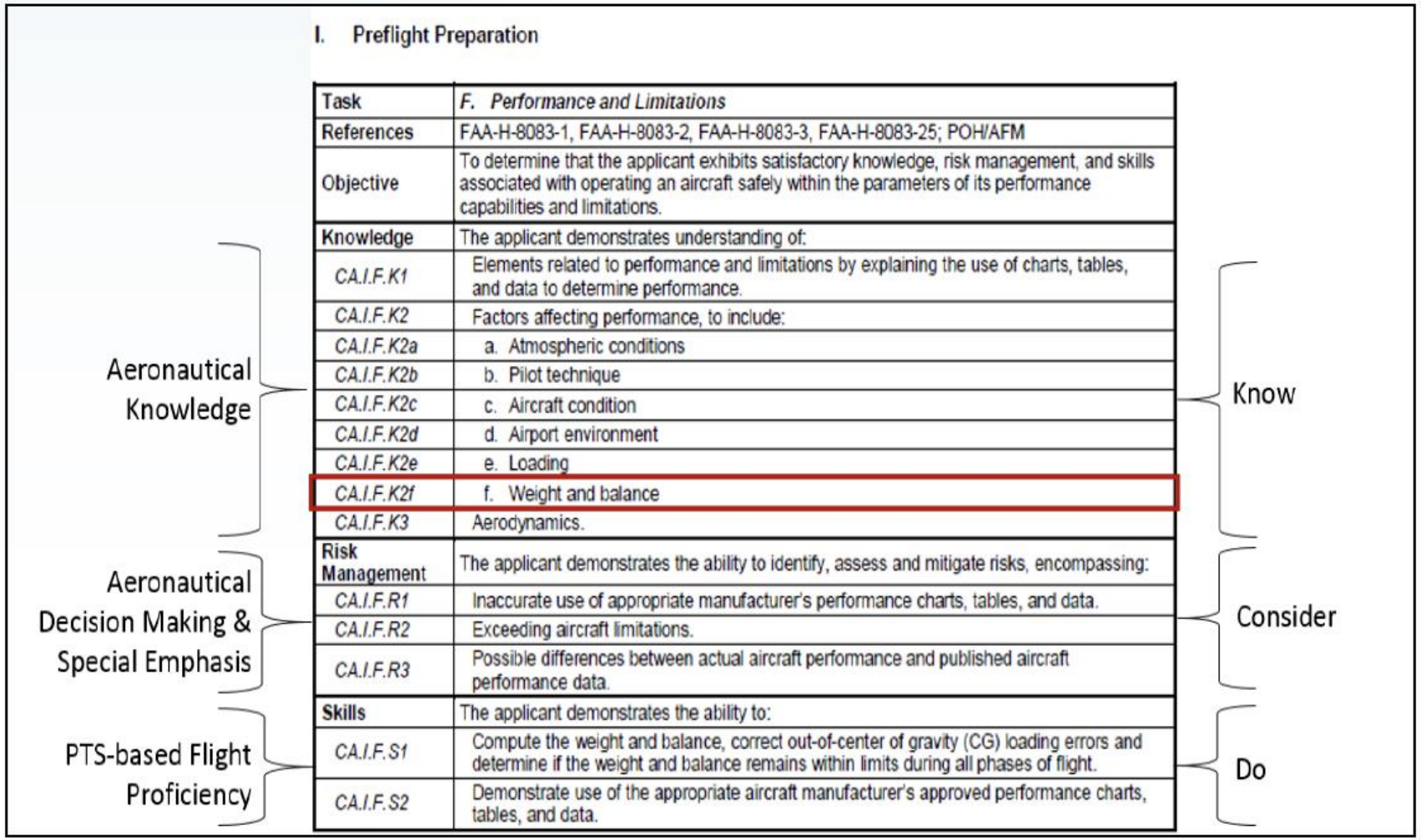
A/O II – Technical Subject Areas

Task K – Endorsement and Logbook Entries
Now includes SFAR and Class B endorsements and requirements for CFI renewal and Reinstatements

A/O II – Technical Subject Areas

Task N and M – High Altitude Operations – Supplemental Oxygen and Pressurization are separate tasks

Flight Instructor Checkride



I. Preflight Preparation

Task	*F. Performance and Limitations*
References	FAA-H-8083-1, FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-25; POH/AFM
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with operating an aircraft safely within the parameters of its performance capabilities and limitations.
Knowledge	The applicant demonstrates understanding of:
CA.I.F.K1	Elements related to performance and limitations by explaining the use of charts, tables, and data to determine performance.
CA.I.F.K2	Factors affecting performance, to include:
CA.I.F.K2a	a. Atmospheric conditions
CA.I.F.K2b	b. Pilot technique
CA.I.F.K2c	c. Aircraft condition
CA.I.F.K2d	d. Airport environment
CA.I.F.K2e	e. Loading
CA.I.F.K2f	f. Weight and balance
CA.I.F.K3	Aerodynamics.
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
CA.I.F.R1	Inaccurate use of appropriate manufacturer's performance charts, tables, and data.
CA.I.F.R2	Exceeding aircraft limitations.
CA.I.F.R3	Possible differences between actual aircraft performance and published aircraft performance data.
Skills	The applicant demonstrates the ability to:
CA.I.F.S1	Compute the weight and balance, correct out-of-center of gravity (CG) loading errors and determine if the weight and balance remains within limits during all phases of flight.
CA.I.F.S2	Demonstrate use of the appropriate aircraft manufacturer's approved performance charts, tables, and data.

Example from Commercial Pilot Airplane ACS
CA.I.F.K2f

CA = Commercial Pilot Airplane (applicable ACS)
I = Preflight Preparation (Area of Operation)
F = Performance & Limitations (Task)
K2f = Weight & Balance (Task element)

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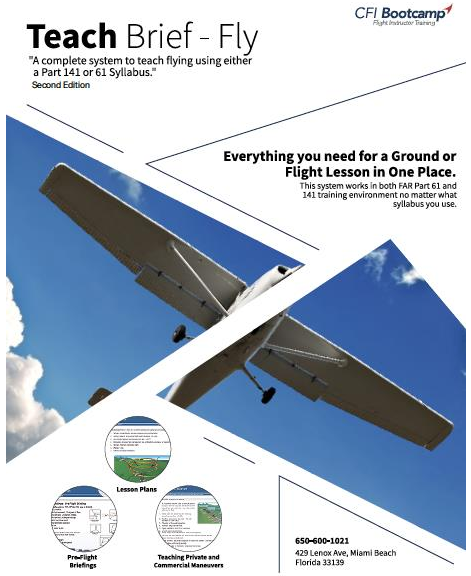
From Us to You!

Preflight Briefings



Teach Brief-Fly!

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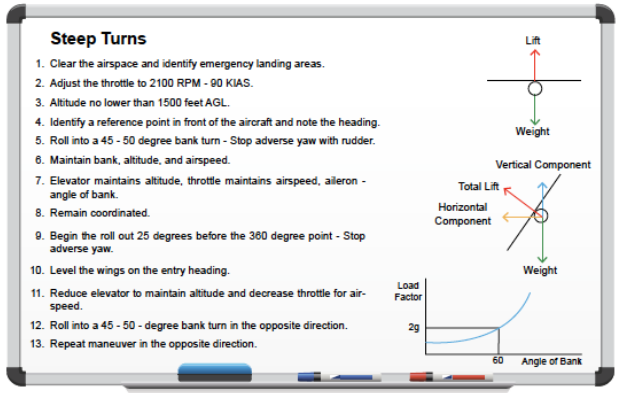
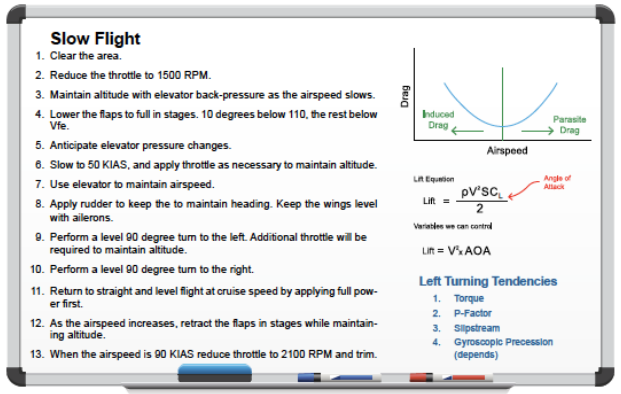
From Us to You!



Teach Brief-Fly!



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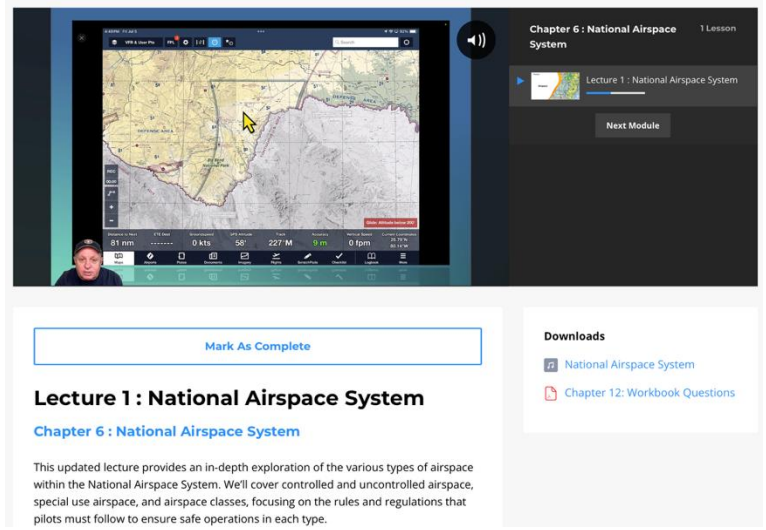
From us to you…

Free Preview of Our Online Course for Initial CFI-A

[Click here to get a Preview of the Online Course]



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From us to you…

Our Newest Product

Every Knowledge and Risk Management Element in the CFI ACS - oral portions I-IV explained

Built for audio – Driving etc.

Also includes video and PDF companion guides

[CFI ACS Smart Study Pro]

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From us to you…

Super Offer – Available Only to our Power Hour Members

1. 42 hour CFI-A online course - ~~$1200~~
2. CFI ACS SmartStudy Pro – Audio and PDFs - ~~$199~~
3. Both for a limited time - $700 – ½ Off

Prepare for the CFI at home with the online course and when driving with SmartStudy Pro

GET IT NOW FOR $700

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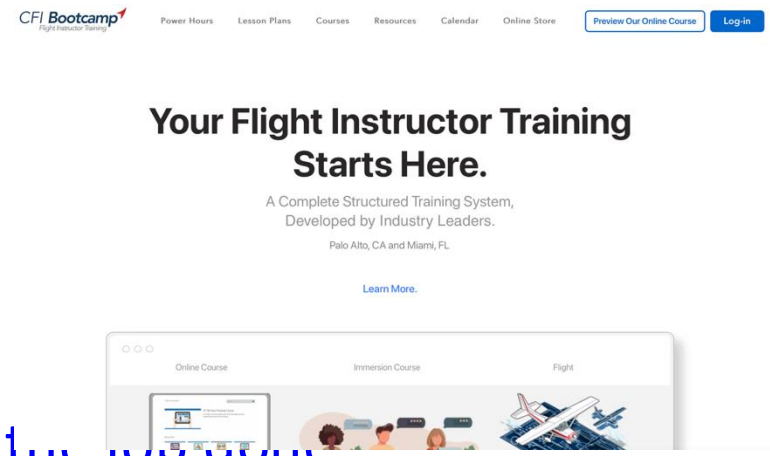
Start your CFI Training and Finish it!



We get the job done

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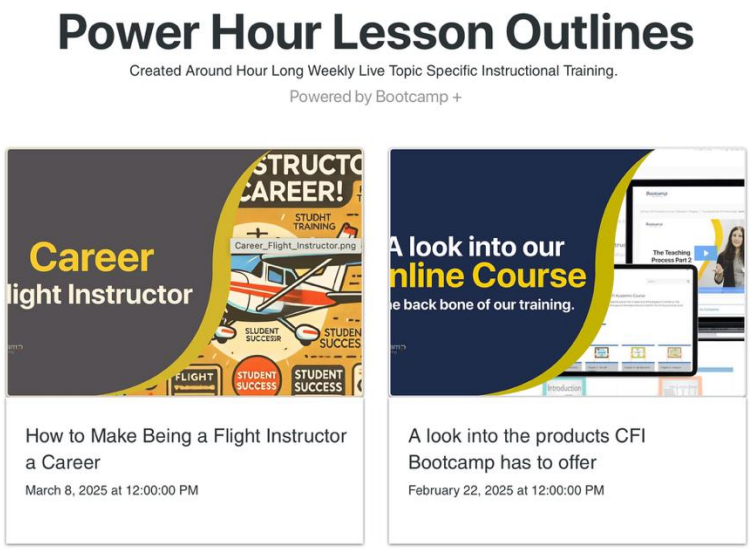
In Conclusion…

Past Power Hour Information

[Click here to get outlines of previous power hours]



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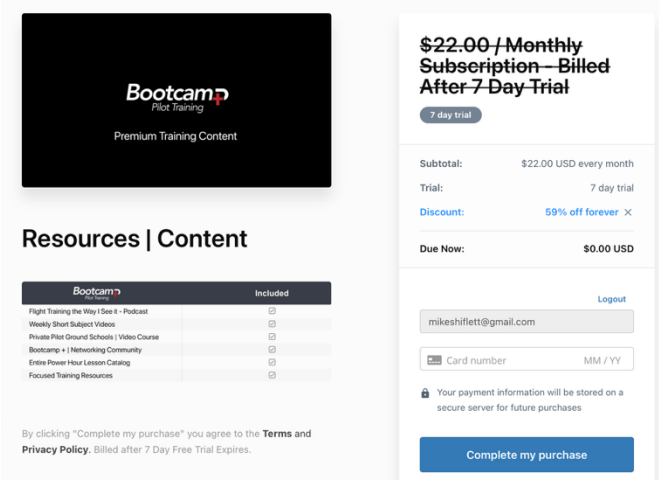
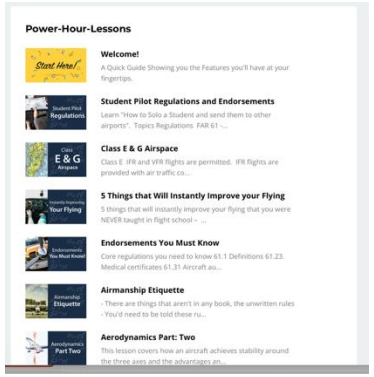
From us to you…

See Every Full-Length Power Hour

[Click here to get a huge discount to our membership site to see every previous power hour – Over 240 of them]



It will work out to be $9/month after the 7-day Free Trlal!



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