CFI Bootcamp

Flight Instructor Training

Staying Current

Proficiency vs. Currency

What's the Difference and Why it Matters

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Today's Bootcamp+ Network Programming



What's on for Today's Show?

Live Show – 1st Hour

Open Mic – 2nd Hour onward

Monitor the Chat - Links/Info

Wings Credit for This Presentation

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What's on for Today's Show?

PH Rebroadcast – Weds 8 pm ET

Power Hour Podcasts – Full Shows

New Bundle!

Step-by-Step Workshop –
Oct 22nd (8-10 pm Eastern Time)

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What We Will Cover

- Currency – The regulations
- Proficiency – Desired outcome
- Pilot's attitude – Not all
- A short video with a message
- Tools and mindset



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Currency – The Regulations

- 61.56 – Flight Review
- 61.57(a) – Passenger currency – Day
- 61.57(b) – Passenger currency – Night
- 61.57(c) – Instrument experience
- 61.57(d) – Instrument proficiency check



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Proficiency – Desired Outcome

- Not just regulatory
- Demonstration/Performance of a Skill to a Standard
- Personal Minimums



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Pilot’s Attitude

- Ego
- Cost
- Lessening the consequences
- Time constraints



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Two Short Videos

- Wings
- Stinson Crash

Live Show Links

Wings

Stinson

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Tools and Mindset

- Airplanes
- AATDs
- Xplane and Microsoft Flight Simulator
- ACS for Instrument Rating Airplane – IPC mandates inside

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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Avionics and EFBs – Getting/Staying Proficient

- Not all the same
- Requires practice and error recovery
- iPad and AATD sims can help a lot
- Don’t fly an airplane with avionics you haven’t flown before
- Learn the EFB (ForeFlight, Garmin Pilot) in pieces, not all at once





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Special Announcement!

Reminders!



CFI Study Group
on Facebook

Society of Aviation and
Flight Educators

National Association of
Flight Instructors

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

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