

SPORT PILOT INSTRUCTOR – AIRPLANE SIA KIT STUDY SUPPLEMENT

STEPS TO SPORT PILOT FLIGHT INSTRUCTOR (AIRPLANE)

1. Purchase Gleim's Sport Pilot Flight Instructor Kit, which includes
 - *FAR/AIM*
 - *Pilot Handbook*
 - *Flight/Ground Instructor FAA Knowledge Test*
 - *Fundamentals of Instructing FAA Knowledge Test*
 - Flight/Ground Instructor + FOI *FAA Test Prep* software
 - *Sport Pilot Flight Maneuvers and Practical Test Prep*
 - *Flight Instructor Flight Maneuvers and Practical Test Prep*
 - Online Ground School for CFI/CGI
 - Online Ground School for FOI
 - Gleim Flight Bag
 - This Supplement (which contains the FAA SIA Practical Test Standards)
2. Study for and PASS your Sport Instructor–Airplane knowledge test.
3. Study, understand, and practice the 40 tasks and maneuvers as explained in *Sport Pilot Flight Maneuvers and Practical Test Prep* to prepare for your practical test.
 - a. Rely on *Flight Instructor Flight Maneuvers and Practical Test Prep* for the “more precise tolerances” required in your practical test.
4. Take and PASS your SIA practical test.
5. E-mail (aviation@gleim.com) or call (800 87-GLEIM) our aviation training counselors with any questions.

KNOWLEDGE TEST

TEST CODE – SIA

TEST NAME – Flight Instructor Sport Airplane

70 questions/2.5 hours/70% minimum passing score

All questions on the FAA Sport Pilot instructor knowledge test are covered in Gleim's *Flight/Ground Instructor Knowledge Test* book, *FAA Test Prep* software, and the Online Ground School. The study guide below indicates all required sport flight instructor study material for each study unit. Our Sport Pilot Flight Instructor Online Ground School covers ONLY what you need to know to PASS.

Gleim's Sport Pilot Instructor Online Ground School (OGS) leads you through the study process in an interactive and easy to use environment. When you complete the Sport Pilot Instructor OGS, simply print the required endorsement, and pass the SIA FAA Knowledge Test on your first try – guaranteed!

Our **FAA Test Prep** software and red Knowledge Test book provide a step-by-step process to study. The study guide below indicates all required study material for each study unit.

Study Unit 1, All subunits

Study Unit 2, All subunits except:

5. Multiengine Performance

Study Unit 3, All subunits except:

7. Manifold Pressure Gauge

11. Turbocharged Engines

18. Oxygen Systems

Study Unit 4, All subunits

Study Unit 5, All subunits except:

4. Weight Change Calculations

Study Unit 6, All subunits

Study Unit 7, All subunits except

61.23 Medical Certificates: Requirement and Duration

61.31 Type Rating Requirements ...

61.69 Glider Towing

61.101 Recreational Pilot Privileges

61.109 Aeronautical experience

61.123 Eligibility requirements

61.129 Aeronautical experience

61.133 Commercial pilot privileges ...

91.109 Flight instruction; simulated instrument

91.117 Aircraft speed

91.135 Operations in Class A

91.157 SVFR weather minimums

91.211 Supplemental Oxygen

Study Unit 8, All subunits except:

6. Automatic Direction Finder (ADF)

7. Distance Measuring Equipment

8. Radio Magnetic Indicator (RMI)

9. VHF Omnidirectional Range (VOR)

Study Unit 9, All subunits except:

9. Eights-on-Pylons

12. Chandelles

13. Lazy Eights

14. Flight by Reference to Instruments

Study Unit 10, All subunits

Note: Sport pilot flight instructor applicants need not study Appendix A from the Knowledge Test book, which also is referred to as Study Unit 11 in the Test Prep software.

PRACTICAL TEST

After you complete your knowledge test, focus on your practical test – the sooner the better.

Your SIA (initial) practical test is passed if, in the judgment of the examiner, the applicant demonstrates satisfactory performance with regard to:

1. Knowledge of the fundamentals of instructing;
2. Knowledge of the technical subject areas;
3. Knowledge of the flight instructor's responsibilities concerning the pilot certification process;
4. Knowledge of the flight instructor's responsibilities concerning logbook entries and pilot certificate endorsement;
5. Ability to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances while giving effective instruction;
6. Competence in teaching the procedures and maneuvers selected by the examiner;
7. Competence in describing, recognizing, analyzing, and correcting common errors simulated by the examiner; and
8. Knowledge of the development and effective use of a course of training, a syllabus, and a lesson plan.

The SIA (Sport Pilot Instructor Airplane) PTS contains 3 areas of operation for the oral exam portion of your practical test.

- I. FUNDAMENTALS OF INSTRUCTING** – See page 65 in *Flight Instructor Flight Maneuvers and Practical Test Prep*
 - A. The Learning Process
 - B. Human Behavior and Effective Communication
 - C. The Teaching Process
 - D. Teaching Methods
 - E. Critique and Evaluation
 - F. Flight Instructor Characteristics and Responsibilities
 - G. Planning Instructional Activity
- II. TECHNICAL SUBJECT AREAS** – See page 95 in *Flight Instructor Flight Maneuvers and Practical Test Prep*
 - A. Aeromedical Factors
 - B. Visual Scanning and Collision Avoidance
 - C. Federal Aviation Regulations and Publications
 - D. Logbook Entries and Certificate Endorsements
- III. PREFLIGHT LESSON ON A MANEUVER TO BE PERFORMED IN FLIGHT** – See page 197 in *Flight Instructor Flight Maneuvers and Practical Test Prep*
 - A. Maneuver Lesson

In Area I (FOI), the examiner should select TASK F and one other TASK.

In Area II (Technical topics), the examiner should select TASK D and one other TASK.

Area III is the same as other CFI practical tests.

For the flight portion of the practical test, the tasks are taken from the sport pilot airplane PTS; a minimum of 18 of the 40 sport pilot PTS tasks are required as set forth below. Each of these tasks (and maneuvers) are presented in *Sport Pilot Flight Maneuvers and Practical Test Prep*. Note that the FAA requires a higher level of proficiency of sport pilot flight instructors than is required of sport pilot applicants. Thus, we recommend you train to CFI standards as set forth in *Flight Instructor Flight Maneuvers and Practical Test Prep*.

CATEGORY/CLASS PRIVILEGES TASK MATRIX FOR INITIAL AIRPLANE

AREA OF OPERATION	TESTING REQUIREMENTS SELECT AT LEAST
I. Preflight Preparation	Two TASKs
II. Preflight Procedures	TASK A and One Other TASK
III. Airport, Seaplane Base, Gliderport Runway Markings, and Lighting	One TASK
IV. Takeoffs, Landing, and Go-Arounds	One Takeoff TASK, One Landing TASK, and TASKs K and L
V. Performance Maneuver	Mandatory
VI. Ground Reference Maneuvers	One TASK
VII. Navigation	One TASK
VIII. Slow Flight and Stall	TASKs A, D, and One Other TASK
IX. Emergency Operations	TASKs A and B
X. Postflight Procedures	TASK A

NOTE 1: This table is used by the examiner in developing his/her plan of action for a practical test. The examiner may test additional TASKs not listed in the table that he/she deems necessary to ensure the pilot can operate the aircraft safely in the National Airspace System.

NOTE 2: The FAA requires you to perform these tasks (and maneuvers) "at a more precise level than that indicated in the sport pilot tolerances while giving effective instruction." We suggest that you use CFI tolerances as explained in our *Flight Instructor Flight Maneuvers and Practical Test Prep* book, which is included in our Sport Pilot Flight Instructor Kit.

IMPORTANT OUTLINE CONTENT UPDATE

FOR FLIGHT INSTRUCTOR WITH A SPORT PILOT RATING (SIA) KNOWLEDGE TEST APPLICANTS

INSERT ON PAGE 206 OF GLEIM'S 2008 FLIGHT/GROUND INSTRUCTOR KNOWLEDGE TEST BOOK

NOTE: FAR 61.315 AND 61.325 IS IN ONLINE GROUND SCHOOL & TEST PREP SOFTWARE

7.4 SPORT PILOT RELATED FARs

NOTE: This section is only tested on the Flight Instructor with a Sport Pilot Rating Knowledge Test.

61.315 Sport Pilot Privileges and Limitations: Pilot in Command

1. Sport pilots may not act as pilot in command of a light-sport aircraft while carrying more than one passenger.
2. As a sport pilot, you must pay at least half of the operating expenses of a flight. The operating expenses that may be shared with a passenger involve only fuel, oil, airport expenses, or aircraft rental fees.
3. Sport pilots may not operate
 - a. For compensation or hire
 - b. In furtherance of a business
 - c. In Class A airspace
 - d. In Class B, C, and D airspace or at an airport or through airspace having an operational control tower without CFI training and logbook endorsement
 - e. Aircraft in flight to a prospective buyer
 - f. In a passenger-carrying airlift sponsored by a charitable organization
 - g. Above 10,000 ft. MSL
 - h. Without visual reference to the surface
 - i. In less than 3 statute miles
 - j. At night
 - k. Contrary to any aircraft, flight instructor, or other limitations
 - l. While towing any object
 - m. In aircraft with VH above KCAS without CFI training and logbook endorsement
 - n. Outside the USA
 - o. In aircraft requiring more than one pilot

61.325 Required Endorsements for Class B, C, and D Airspaces

1. A sport pilot must receive and log ground and flight training to operate a light-sport aircraft at an airport; in airspace within Class B, C, and D airspace; or in other airspace with an airport that has an operational control tower.
 - a. The CFI who provides the training must provide the pilot with a logbook endorsement that certifies proficiency in the following aeronautical knowledge areas and areas of operation:
 - 1) The use of radios, communications, navigation system/facilities, and radar services.
 - 2) Operations at airports with an operating control tower to include three takeoffs and three landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.
 - 3) Applicable flight rules of FAR Part 91 for operations in Class B, C, and D airspace and air traffic control clearances.

IMPORTANT QUESTION CONTENT UPDATE

FOR FLIGHT INSTRUCTOR WITH A SPORT PILOT RATING (SIA) KNOWLEDGE TEST APPLICANTS

INSERT ON PAGE 232 OF GLEIM'S 2008 FLIGHT/GROUND INSTRUCTOR KNOWLEDGE TEST BOOK

NOTE: FAR 61.315 AND 61.325 IS IN ONLINE GROUND SCHOOL & TEST PREP SOFTWARE

7.4 Sport Pilot Related FARs

NOTE: Questions 81-86 are only tested on the Flight Instructor with a Sport Pilot Rating (SIA) FAA Knowledge Test.

61.315 Sport Pilot Privileges and Limitations: Pilot in Command

81. How many passengers is a sport pilot allowed to carry on board?

- A. One.
- B. Two.
- C. Three.

Answer (A) is correct. (FAR 61.315)

DISCUSSION: As a sport pilot, you may not act as a pilot in command of a light-sport aircraft while carrying more than one passenger.

Answer (B) is incorrect because, as a sport pilot, you are not permitted to carry any more than one passenger. Answer (C) is incorrect because, as a sport pilot, you are not permitted to carry any more than one passenger.

Learning Statement Code: PLT448

Learning Statement: Recall regulations – privileges/limitations of pilot certificates

82. According to regulations pertaining to privileges and limitations, a sport pilot may

- A. be paid for the operating expenses of a flight if at least three takeoffs and three landings were made by the pilot within the preceding 90 days.
- B. not pay less than half of the share of the operating expenses of a flight with passengers provided the expenses involve only fuel, oil, airport expenditures, or rental fees.
- C. not be paid in any manner for the operating expenses of a flight.

Answer (B) is correct. (FAR 61.315)

DISCUSSION: A sport pilot may not pay less than an equal (pro rata) share of the operating expenses of a flight with passengers. These expenses may involve only fuel, oil, airport expenditures (e.g., landing fees, tie-down fees, etc.), or rental fees.

Answer (A) is incorrect because a sport pilot may be paid for the operating expenses of a flight in connection with any business or employment if the flight is only incidental to that business or employment and no passengers or property are carried for compensation or hire, not if the pilot has made three takeoffs and three landings in the preceding 90 days. Answer (C) is incorrect because a sport pilot may equally share the operating expenses of a flight with his/her passengers.

Learning Statement Code: PLT448

Learning Statement: Recall regulations – privileges/limitations of pilot certificates

83. As a sport pilot, you may carry no more than

- A. one passenger.
- B. two passengers.
- C. three passengers.

Answer (A) is correct. (FAR 61.315)

DISCUSSION: Sport pilots may not act in command of a light-sport aircraft while carrying more than one passenger.

Answer (B) is incorrect because sport pilots may not act as pilot in command of a light-sport aircraft while carrying more than one, not two, passengers. Answer (C) is incorrect because sport pilots may not act as pilot in command of a light-sport aircraft while carrying more than one, not three, passengers.

Learning Statement Code: PLT448

Learning Statement: Recall regulations – privileges/limitations of pilot certificates

84. The highest altitude at which sport pilots may operate is

- A. 18,000 ft MSL.
- B. 10,000 ft MSL.
- C. 12,000 ft MSL.

Answer (B) is correct. (FAR 61.315)

DISCUSSION: Sport pilots are restricted to operating within a number of limitations, including not above 10,000 feet. They may operate up to and including 10,000 feet.

Answer (A) is incorrect because sport pilots may not operate above 10,000 feet, not 18,000 ft. Answer (C) is incorrect because sport pilots may not operate above 10,000 feet, not 12,000 feet.

Learning Statement Code: PLT448

Learning Statement: Recall regulations – privileges/limitations of pilot certificates

61.325 Required Endorsements for Class B, C, and D Airspaces

85. Which is true regarding flight operations to a satellite airport, without an operating tower, within Class C airspace?

- A. Prior to entering that airspace, a sport pilot must contact the FSS.
- B. Prior to entering that airspace, a sport pilot must contact the primary airport tower.
- C. Prior to entering that airspace, a sport pilot must receive the appropriate logbook endorsement.

Answer (C) is correct. (FAR 61.325)

DISCUSSION: A sport pilot must receive and log ground and flight training to operate a light-sport aircraft at an airport or in airspace within Class B, C, and D airspace, or in another airspace with an airport that has an operational control tower. Therefore, a sport pilot must receive the appropriate logbook endorsement prior to entering Class C airspace.

Answer (A) is incorrect because FSS does not have authority to control Class C airspace. Only ATC has this authority. Answer (B) is incorrect because the sport pilot, after (s)he has received the appropriate logbook endorsement, should contact ATC and establish two-way radio communications prior to entering Class C airspace.

Learning Statement Code: PLT448

Learning Statement: Recall regulations – privileges/limitations of pilot certificates

86. In order to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, a sport pilot

- A. does not have to meet any additional requirements.
- B. must receive ground training on operations within Class B, C, and D airspace.
- C. must receive and log ground and flight training on operations within Class B, C, and D airspace.

Answer (C) is correct. (FAR 61.325)

DISCUSSION: A sport pilot must receive and log ground and flight training to operate a light-sport aircraft at an airport or in airspace within Class B, C, and D airspace, or in other airspace with an airport that has an operational control tower.

Answer (A) is incorrect because sport pilots do have to meet the additional requirements of receiving and logging ground and flight training on operations within Class B, C, and D airspace. Answer (B) is incorrect because sport pilots must not only receive ground training on operations within Class B, C, and D airspace, but also must receive and log ground and flight training on operations within Class B, C, and D airspace.

Learning Statement Code: PLT448

Learning Statement: Recall regulations – privileges/limitations of pilot certificates

SECTION 4

SPORT PILOT

FLIGHT INSTRUCTOR

SECTION 4—CONTENTS

FLIGHT INSTRUCTOR

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APPLICANT'S PRACTICAL TEST CHECKLIST**APPOINTMENT WITH EXAMINER:****EXAMINER'S NAME** _____**LOCATION** _____**DATE/TIME** _____**ACCEPTABLE AIRCRAFT**

- Aircraft Documents: Airworthiness Certificate
- Registration Certificate
- Aircraft Maintenance Records: Airworthiness Inspections
- Pilot's Operating Handbook or FAA-Approved Flight Manual or Manufacturer's Operating Instructions

PERSONAL EQUIPMENT

- Current Aeronautical Charts
- Computer and Plotter
- Flight Plan Form
- Flight Logs
- Current AIM
- Current Airport Facility Directory

PERSONAL RECORDS

- Identification—Photo/Signature ID
- Pilot Certificate
- Medical Certificate or Driver License
- Completed FAA Form 8710-11, Application for an Airman Certificate and/or Rating—Sport Pilot
- Airman Knowledge Test Report
- Logbook with Instructor's Endorsement
- FAA Form 8060-5, Notice of Disapproval (if applicable)
- Examiner's Fee (if applicable)

EXAMINER'S PRACTICAL TEST CHECKLIST FOR FLIGHT INSTRUCTOR AIRPLANE

APPLICANT'S NAME _____

LOCATION _____

DATE/TIME _____

I. FUNDAMENTALS OF INSTRUCTING

Note: The examiner must select TASK F and one other TASK.

- A. The Learning Process
- B. Human Behavior and Effective Communication
- C. The Teaching Process
- D. Teaching Methods
- E. Critique and Evaluation
- F. Flight Instructor Characteristics and Responsibilities**
- G. Planning Instructional Activity

II. TECHNICAL SUBJECT AREAS

Note: The examiner must select TASK D and at least one other TASK.

- A. Aeromedical Factors
- B. Visual Scanning and Collision Avoidance
- C. Federal Aviation Regulations and Publications
- D. Logbook Entries and Certificate Endorsements**

III. PREFLIGHT LESSON ON A MANEUVER TO BE PERFORMED IN FLIGHT

Note: The examiner must select at least one maneuver TASK.

- A. Maneuver Lesson**

Instructor applicants must be tested in the following areas of operation appropriate to the aircraft category/class instructor privileges they seek (refer to the appropriate category/class section of the PTS). Notes listed under each area of operation identify the TASKs that must be tested. In some cases, the specific TASK is identified by a **bold font**, and in other cases, a minimum number of TASKs are identified.

FLIGHT INSTRUCTOR CERTIFICATE WITH SPORT PILOT PRIVILEGES

Flight Instructor Practical Test Section Description

This section provides guidance and procedures for obtaining a Flight Instructor Certificate with a sport pilot rating and for adding privileges to an existing Flight Instructor Certificate at the sport pilot level. Information provided in the Introduction of this practical test standard also applies to this section.

The examiner or authorized instructor determines that the applicant meets the TASK Objective through the demonstration of competency in all elements of knowledge and/or skill unless otherwise noted. The Objectives of TASKs in certain AREAS OF OPERATION, such as Fundamentals of Instructing and Technical Subjects, include only knowledge elements. Objectives of TASKs in AREAS OF OPERATION that include elements of skill, as well as knowledge, also include common errors, which the applicant shall be able to describe, recognize, analyze, and correct.

The word “examiner” is used throughout the standards to denote either the FAA inspector or an FAA designated pilot examiner who conducts an official practical test or proficiency check. When an examiner conducts a proficiency check they are acting in the capacity of an authorized instructor.

At the flight instructor level, the Objective of a TASK that involves pilot skill consists of four parts. The four parts include determination that the applicant exhibits:

1. instructional knowledge of the elements of a TASK. This is accomplished through descriptions, explanations, and simulated instruction;
2. instructional knowledge of common errors related to a TASK, including their recognition, analysis, and correction;
3. the ability to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances; and
4. the ability to analyze and correct common errors related to a TASK.

Use of the Flight Instructor Section

The FAA requires that all flight instructor practical tests and proficiency checks be conducted in accordance with the policies set forth in this practical test standard. The flight instructor applicant must be prepared to demonstrate the ability to instruct effectively in **ALL** TASKs included in the AREAS OF OPERATION appropriate to the category/class unless otherwise noted.

Change 1 (6/9/06)

A proficiency check is an evaluation of aeronautical knowledge and flight proficiency IAW 14 CFR part 61, section 61.419. A proficiency check shall be administered using the appropriate PTS for the category of aircraft when a flight instructor adds new category/class privileges. Upon successful completion of the proficiency check the authorized instructor will endorse the applicant's logbook indicating the added category/class of equipment that the applicant is authorized to operate. When an examiner conducts a proficiency check they are acting in the capacity of an authorized instructor.

All of the procedures and maneuvers to be tested are included in the sport pilot practical test standards. The flight instructor section contains the AREAS OF OPERATION that are generic to all flight instructor evaluations. Flight instructors must also be tested on TASKS located in the appropriate category/class section the PTS. Those TASKs are listed in the examiner's practical test checklist and the instructor's proficiency check checklist. The mandatory TASKs are identified by a note located in each area of operation. In some cases specific TASKs are identified. In other cases the examiner/instructor selects one or more TASKs in an area of operation for evaluation. This allows for the practical test for initial certification and additional privileges to be completed within a reasonable time frame.

The term "instructional knowledge" means the instructor applicant is capable of using the appropriate reference to provide the "application or correlative level of knowledge" of a subject matter topic, procedure, or maneuver. It also means that the flight instructor applicant's discussions, explanations, and descriptions should follow the recommended teaching procedures and techniques explained in FAA-H-8083-9, Aviation Instructor's Handbook.

In preparation for the practical test or proficiency check, the examiner or authorized instructor shall develop a written "plan of action." The "plan of action" for an initial certification test shall include the required TASKs and one or more TASKs in the *Fundamentals of Instruction, Technical Subject Area*, and the *Preflight Lesson on a Maneuver to be Performed in Flight* AREAS OF OPERATION. Additionally, the examiner shall test the required TASK(s) listed in the examiner's practical test checklist, for the appropriate category. The "plan of action" shall always include the required TASKs noted in each AREA OF OPERATION. **Any TASK selected shall be evaluated in its entirety.**

If the applicant is unable to perform a TASK listed in the "plan of action" due to circumstances beyond his/her control, the examiner or authorized instructor may substitute another TASK from the applicable AREA OF OPERATION.

Change 1 (6/9/06)

The "plan of action" used by an authorized instructor for a proficiency check administered for the addition of an aircraft category and/or class privilege to a Flight Instructor Certificate shall include TASKs required in the AREAS OF OPERATION as indicated in the instructor's proficiency check checklist in this section.

With the exception of the required TASKs, the examiner or authorized instructor shall not tell the applicant in advance which TASKs will be included in the "plan of action." The applicant shall be prepared in **ALL** knowledge and skill areas included in the standards. Throughout the flight portion of the practical test or proficiency check, the examiner or authorized instructor shall evaluate the applicant's ability to simultaneously demonstrate and explain procedures and maneuvers, and to give flight instruction to students at various stages of flight training and levels of experience.

The examiner or authorized instructor is expected to use good judgment in the performance of simulated emergency procedures. The examiner or authorized instructor shall not simulate any condition that may jeopardize safe flight or result in possible damage to the aircraft. The use of the safest means for simulation is expected. Consideration must be given to local conditions, both meteorological and topographical, at the time of the test, as well as the applicant's workload, and the condition of the aircraft used. If the procedure being evaluated would jeopardize safety, it is expected that the applicant will simulate that portion of the maneuver.

Special Emphasis Areas

Examiners or authorized instructors shall place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are:

1. positive aircraft control;
2. procedures for positive exchange of flight controls (who is flying the aircraft);
3. stall and spin awareness (if appropriate);
4. collision avoidance;
5. wake turbulence and low level windshear avoidance;
6. runway incursion avoidance;
7. controlled flight into terrain (CFIT);
8. aeronautical decision making /risk management;
9. checklist usage;
10. spatial disorientation;
11. temporary flight restrictions (TFR);
12. special use airspace (SUA);
13. aviation security; and
14. other areas deemed appropriate to any phase of the practical test or proficiency check.

The examiner or authorized instructor shall place special emphasis on the applicant's demonstrated ability to teach precise aircraft control and sound judgment in aeronautical decision making/risk management. Evaluation of the applicant's ability to teach judgment shall be accomplished by asking the applicant to describe the presentation of practical problems that would be used in instructing students in the exercise of sound judgment. The examiner or authorized instructor shall also emphasize the evaluation of the applicant's demonstrated ability to teach the special emphasis areas.

Although these areas may not be specifically addressed under each TASK, they are essential to flight safety and will be evaluated during the practical test. In all instances, the applicant's actions will be evaluated in accordance to the standards of the TASKs and the ability to use good judgment reference the special emphasis areas listed above.

Sport Pilot Flight Instructor Prerequisites—Initial

An applicant for a flight instructor—initial certification practical test is to:

1. be at least 18 years of age;
2. be able to read, speak, write, and understand the English language. If there is a doubt, use AC 60-28, English Language Skill Standards required by 14 CFR part 61;
3. hold at least a current and valid Sport Pilot Certificate or higher with an aircraft category and class, privilege or rating appropriate to the flight instructor rating sought;
4. have passed the fundamentals of instructing knowledge test since the beginning of the 24th month before the month in which he/she takes the practical test or meet the requirements of 14 CFR part 61;
5. have passed the appropriate sport pilot flight instructor knowledge test(s) appropriate to the category/class the applicant is since the beginning of the 24th month before the month in which he/she takes the practical test; and
6. have an endorsement from an authorized instructor certifying that the applicant has been given flight training in the AREAS OF OPERATION specified in 14 CFR part 61 and a written statement from an authorized flight instructor within the preceding 60 days, in accordance with 14 CFR part 61, that instruction was given in preparation for the practical test. The endorsement shall also state that the instructor finds the applicant prepared for the required practical test, and that the applicant has demonstrated satisfactory knowledge of the subject area(s) in which the applicant was deficient on the airman knowledge test.

Sport Pilot Flight Instructor Prerequisites—Additional Privileges

A certificated flight instructor seeking privileges to provide flight training in an additional category/class of light-sport aircraft is required by 14 CFR part 61 to:

1. hold a valid pilot certificate with ratings appropriate to the flight instructor category and class, privileges sought;
2. receive a logbook endorsement from an authorized instructor in the AREAS OF OPERATION specified in 14 CFR part 61 for the additional category/class privilege sought;
3. successfully pass a proficiency check from an authorized instructor other than the instructor who conducted the training in the AREAS OF OPERATION specified in 14 CFR part 61 for the additional category/class privilege sought; and
4. receive a logbook endorsement certifying proficiency in the required AREAS OF OPERATION and authorized for the additional category/class privilege.

Sport Pilot Flight Instructor Prerequisites—Additional Privileges-Registered Ultra-light Instructor

If you are a registered ultra-light instructor with an FAA-recognized ultra-light organization on or before September 1, 2004, and you want to apply for a flight instructor certificate with a sport pilot rating, not later than January 31, 2008 –

1. You must hold either a current and valid Sport Pilot Certificate, a current Recreational Pilot Certificate and meet the requirements of 14 CFR part 61, section 61.101(c), or at least a current and valid Private Pilot Certificate issued under this part.
2. You must meet the eligibility requirements in 14 CFR part 61, sections 61.403 and 61.23. You do not have to meet the aeronautical knowledge requirements specified in section 61.407, the flight proficiency requirements specified in section 61.409 and the aeronautical experience requirements specified in section 61.411, except you must meet the minimum total flight time requirements in the category and class of light-sport aircraft specified in section 61.411.
3. You do not have to meet the aeronautical knowledge requirement specified in 14 CFR part 61, section 61.407(a) if you have passed an FAA-recognized ultra-light organization's fundamentals of instruction knowledge test.

4. You must submit a certified copy of your ultra light pilot records from the FAA-recognized ultra-light organization. Those records must—
 - a. Document that you are a registered ultra-light flight instructor with that FAA-recognized ultra-light organization; and
 - b. Indicate that you are recognized to operate and provide training in the category and class of aircraft for which you seek privileges.
5. You must pass the knowledge test and practical test for a flight instructor certificate with a sport pilot rating applicable to the aircraft category and class for which you seek flight instructor privileges.

Flight Instructor Responsibility

An appropriately rated flight instructor is responsible for training the flight instructor applicant to acceptable standards in **ALL** subject matter areas, procedures, and maneuvers included in the TASKs within each AREA OF OPERATION in the appropriate category/class in this practical test standard. In addition, the rated flight instructor is required to prepare the flight instructor applicant in all TASKs in the AREAS OF OPERATION listed in section 4.

Because of the impact of their teaching activities in developing safe, proficient pilots, flight instructors should exhibit a high level of knowledge, skill, and the ability to impart that knowledge and skill to students. The flight instructor must certify that the applicant is:

1. able to make a practical application of the fundamentals of instructing;
2. competent to teach the subject matter, procedures, and maneuvers included in the standards to students with varying backgrounds and levels of experience and ability;
3. able to perform the procedures and maneuvers included in the standards at a more precise level than that required at the sport pilot level; and
4. competent to pass the required practical test for the issuance of the Flight Instructor Certificate—Sport Pilot with the associated category/class privilege or the addition of a category/class privileges at the Flight Instructor Certificate.

Throughout the flight instructor applicant's training, the flight instructor is responsible for emphasizing the performance of, and the ability to teach, effective visual scanning, runway incursion avoidance, and collision avoidance procedures. The flight instructor applicant should develop and use scenario based teaching methods particularly on special emphasis areas. These areas are covered in AC 90-48, Pilot's Role in Collision Avoidance; FAA-H-8083-3, Airplane Flying Handbook; FAA-H-8083-13, Glider Flying Handbook; FAA-H-8083-21, Rotorcraft Flying Handbook; FAA-H-8083-23, Seaplane, Skiplane and Float/Ski Equipped Helicopter Handbook; FAA-H-8083-25, Pilot's Handbook of Aeronautical Knowledge; and the current Aeronautical Information Manual.

Examiner Responsibility

The examiner conducting the practical test or the authorized instructor conducting the proficiency check is responsible for determining that the applicant meets acceptable standards of teaching ability, knowledge, and skill in the selected TASKs. The examiner or authorized instructor makes this determination by accomplishing an Objective that is appropriate to each selected TASK, and includes an evaluation of the applicant's:

1. ability to apply the fundamentals of instructing;
2. knowledge of, and ability to teach, the subject matter, procedures, and maneuvers covered in the TASKs;
3. ability to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances; and
4. ability to describe, recognize, analyze, and correct common errors related to the skill procedures and maneuvers covered in the TASKs.

It is intended that oral questioning be used at any time during the ground or flight portion of the practical test or proficiency check to determine that the applicant can instruct effectively and has a comprehensive knowledge of the TASKs and their related safety factors.

During the flight portion of the practical test or proficiency check, the examiner or authorized instructor shall act as a student during selected maneuvers. This will give the examiner or authorized instructor an opportunity to evaluate the flight instructor applicant's ability to analyze and correct simulated common errors related to these maneuvers. The examiner or authorized instructor will place special emphasis on the applicant's use of visual scanning and collision avoidance procedures, and the applicant's ability to teach those procedures.

Examiners or authorized instructors should, to the greatest extent possible, test the applicant's application and correlation skills. When possible, scenario based questions should be used during the practical test or proficiency check.

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If the examiner or authorized instructor determines that a TASK is incomplete, or the outcome uncertain, the examiner or authorized instructor, may require the applicant to repeat that TASK, or portions of that TASK. This provision has been made in the interest of fairness and does not mean that instruction, practice or the repeating of an unsatisfactory TASK is permitted during the certification process. When practical, the remaining TASKs of the practical test or proficiency check phase should be completed before repeating the questionable TASK.

Initial Flight Instructor Certification Check—Satisfactory Performance

An applicant who seeks initial flight instructor certification will be evaluated in all AREAS OF OPERATION of the standards appropriate to the category/class rating(s) sought. The examiner shall refer to the examiner's practical test checklist, for the appropriate category, located in this section, to determine the TASKs to be tested, in each AREA OF OPERATION.

The practical test is passed if, in the judgment of the examiner, the applicant demonstrates satisfactory performance with regard to:

1. knowledge of the fundamentals of instructing;
2. knowledge of the technical subject areas;
3. knowledge of the flight instructor's responsibilities concerning the pilot certification process;
4. knowledge of the flight instructor's responsibilities concerning logbook entries and pilot certificate endorsements;
5. ability to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances while giving effective instruction;
6. competence in teaching the procedures and maneuvers selected by the examiner;
7. competence in describing, recognizing, analyzing, and correcting common errors simulated by the examiner; and
8. knowledge of the development and effective use of a course of training, a syllabus, and a lesson plan.

Initial Flight Instructor Certification Check—Unsatisfactory Performance

If, in the judgment of the examiner, the applicant does not meet the standards of performance of any TASK performed, the applicable AREA OF OPERATION is considered unsatisfactory and therefore, the practical test is failed. The examiner or applicant may discontinue the test at any time when the failure of an AREA OF OPERATION makes the applicant ineligible for the certificate sought. **The test will be continued only with the consent of the applicant.**

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If the test is discontinued, the applicant is entitled credit for only those AREAS OF OPERATION and their associated TASKs satisfactorily performed. However, during the retest and at the discretion of the examiner, any TASK may be re-evaluated, including those previously considered satisfactory.

Specific reasons for disqualification is:

1. failure to perform a procedure or maneuver at a more precise level than that indicated in the sport pilot tolerances while giving effective flight instruction;
2. failure to provide an effective instructional explanation while demonstrating a procedure or maneuver (explanation during the demonstration must be clear, concise, technically accurate, and complete with no prompting from the examiner);
3. any action or lack of action by the applicant which requires corrective intervention by the examiner to maintain safe flight; or
4. failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.

When a Disapproval Notice is issued, the examiner shall record the applicant's unsatisfactory performance in terms of AREA(s) OF OPERATION and specific TASK(s) not meeting the standard appropriate to the practical test conducted. If the applicant fails the practical test because of a special emphasis area, the Notice of Disapproval shall indicate the associated TASK. An example would be: AREA OF OPERATION VI, Traffic Patterns, failure to teach proper collision avoidance procedures.

Proficiency Check—Satisfactory Performance when Adding an Additional Category/Class Privilege

The authorized instructor shall refer to the instructor's proficiency check checklist, for the appropriate category, located in this section, to determine the TASKs to be tested, in each AREA OF OPERATION. The proficiency check is passed if, in the judgment of the authorized instructor, the applicant demonstrates satisfactory performance with regard to:

1. knowledge of the fundamentals of instructing;
2. knowledge of the technical subject areas;
3. knowledge of the flight instructor's responsibilities concerning the pilot certification process;
4. knowledge of the flight instructor's responsibilities concerning logbook entries and pilot certificate endorsements;
5. be able to perform the procedures and maneuvers included in the standards at a more precise level than that indicated in the sport pilot tolerances while giving effective instruction;

6. competence in teaching the procedures and maneuvers selected by the examiner;
7. competence in describing, recognizing, analyzing, and correcting common errors simulated by the examiner; and
8. knowledge of the development and effective use of a course of training, a syllabus, and a lesson plan.

When an applicant is adding a category/class privileges to their Flight Instructor Certificate, the evaluating authorized instructor shall, upon successful completion of the proficiency check, endorse the applicant's logbook indicating that the applicant is qualified to instruct in an additional sport pilot category/class of aircraft. The authorized instructor shall forward FAA Form 8710-11 to Airman Registry within 10 days.

Proficiency Check—Unsatisfactory Performance when Adding an Additional Category/Class Privilege

When the applicant's performance does not meet the standard in the PTS, the authorized instructor conducting the proficiency check shall annotate the unsatisfactory performance on the FAA Form 8710-11 and forward it to Airman Registry within 10 days. A Notice of Disapproval will **NOT** be issued in this instance; rather, the applicant should be provided with a list of the AREAS OF OPERATION and the specific TASKs not meeting the standard, so that the applicant may receive additional training.

Specific reasons for disqualification is:

1. failure to perform a procedure or maneuver at a more precise level than that indicated in the sport pilot tolerances while giving effective flight instruction;
2. failure to provide an effective instructional explanation while demonstrating a procedure or maneuver (explanation during the demonstration must be clear, concise, technically accurate, and complete with no prompting from the authorized instructor);
3. any action or lack of action by the applicant which requires corrective intervention by the examiner to maintain safe flight; or
4. failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.

When the applicant receives the additional training in the AREAS OF OPERATION and the specific TASK(s) found deficient during the proficiency check, the recommending instructor shall endorse the applicant's logbook indicating that the applicant has received additional instruction and has been found competent to pass the proficiency check. The applicant shall complete a new FAA Form 8710-11, and the recommending instructor shall endorse the application. The authorized

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instructor, other than the one who provided the additional training, shall evaluate the applicant. When the applicant successfully accomplishes a complete proficiency check, the authorized instructor, shall forward the FAA Form 8710-11 to Airman Registry within 10 days and indorse the applicant's logbook indicating the airman's additional privileges.

Renewal or Reinstatement of a Flight Instructor Certificate

14 CFR part 61, sections 61.197(a) (1) and 61.199(a) allow an individual that holds a Flight Instructor Certificate to renew or reinstate that certificate by passing a practical test. The examiner shall develop a plan of action that includes at least one TASK, in each AREA OF OPERATION, in the examiner's practical test checklist, for the appropriate category, located in this section. The Renewal or Reinstatement of one rating on a Flight Instructor Certificate renews or reinstates all privileges existing on the certificate.

I. AREA OF OPERATION: FUNDAMENTALS OF INSTRUCTING

NOTE: The examiner shall select TASK F and one other TASK.

A. TASK: THE LEARNING PROCESS

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of the learning process by describing:

1. Learning theory.
2. Characteristics of learning.
3. Principles of learning.
4. Levels of learning.
5. Learning physical skills.
6. Memory.
7. Transfer of learning.

B. TASK: HUMAN BEHAVIOR AND EFFECTIVE COMMUNICATION

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of the teaching process by describing:

1. Human behavior—
 - a. control of human behavior.
 - b. human needs.
 - c. defense mechanisms.
 - d. the flight instructor as a practical psychologist.
2. Effective communication—
 - a. basic elements of communication.
 - b. barriers of effective communication.
 - c. developing communication skills.

C. TASK: THE TEACHING PROCESS

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of the teaching process by describing:

1. Preparation of a lesson for a ground or flight instructional period.
2. Presentation methods.
3. Application, by the student, of the material or procedure presented.
4. Review and evaluation of student performance.

D. TASK: TEACHING METHODS

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of teaching methods by describing:

1. Material organization.
2. The lecture method.
3. The cooperative or group learning method.
4. The guided discussion method.
5. The demonstration-performance method.
6. Computer-based training method.

E. TASK: CRITIQUE AND EVALUATION

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of critique and evaluation by explaining:

1. Critique—
 - a. purpose and characteristics of an effective critique.
 - b. methods and ground rules for a critique.
2. Evaluation—
 - a. characteristics of effective oral questions and what types to avoid.
 - b. responses to student questions.
 - c. characteristics and development of effective written questions.
 - d. characteristics and uses of performance test, specifically, the FAA practical test standards.

F. TASK: FLIGHT INSTRUCTOR CHARACTERISTICS AND RESPONSIBILITIES

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of flight instructor characteristics and responsibilities by describing:

1. Aviation instructor responsibilities in—
 - a. providing adequate instruction.
 - b. establishing standards of performance.
 - c. emphasizing the positive.
 - d. develop plans of action for use during proficiency checks.
 - e. completion of FAA Form 8710-11.
2. Flight instructor responsibilities in—
 - a. providing student pilot evaluation and supervision.
 - b. preparing practical test recommendations and endorsements.
 - c. determining requirements for conducting additional training and endorsement requirements.
 - d. conducting proficiency checks for additional category/class privileges.
3. Professionalism as an instructor by—
 - a. explaining important personal characteristics.
 - b. describing methods to minimize student frustration.

G. TASK: PLANNING INSTRUCTIONAL ACTIVITY

REFERENCE: FAA-H-8083-9.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of planning instructional activity by describing:

1. Developing objectives and standards for a course of training.
2. Theory of building blocks of learning.
3. Requirements for developing a training syllabus.
4. Purpose and characteristics of a lesson plan.

II. AREA OF OPERATION: TECHNICAL SUBJECT AREAS

NOTE: The examiner shall select TASK D and at least one other TASK.

A. TASK: AEROMEDICAL FACTORS

REFERENCES: FAA-H-8083-3, FAA-S-8081-12, FAA-S-8081-14; AIM.

Objective. To determine that the applicant exhibits instructional knowledge of the elements related to aeromedical factors by describing:

1. How to obtain an appropriate medical certificate.
2. How to obtain a medical certificate in the event of a possible medical deficiency.
3. The causes, symptoms, effects, and corrective action of the following medical factors—
 - a. hypoxia.
 - b. hyperventilation.
 - c. middle ear and sinus problems.
 - d. spatial disorientation.
 - e. motion sickness.
 - f. carbon monoxide poisoning.
 - g. fatigue and stress.
 - h. dehydration.
 - i. hypothermia.
4. The effects of alcohol and drugs, and their relationship to flight safety.
5. The effect of nitrogen excesses incurred during scuba dives and how this affects pilots and passengers during flight.

B. TASK: VISUAL SCANNING AND COLLISION AVOIDANCE

REFERENCES: FAA-H-8083-3, FAA-H-8083-25; AC 90-48; AIM.

Objective. To determine that the applicant exhibits instructional knowledge of the elements of visual scanning and collision avoidance by describing:

1. Relationship between a pilot's physical condition and vision.
2. Environmental conditions that degrade vision.
3. Vestibular and visual illusions.
4. "See and avoid" concept.
5. Proper visual scanning procedures.
6. Relationship between poor visual scanning habits and increased collision risk.
7. Proper clearing procedures.
8. Importance of knowing aircraft blind spots.
9. Relationship between aircraft speed differential and collision risk.
10. Situations that involve the greatest collision risk.

C. TASK: FEDERAL AVIATION REGULATIONS AND PUBLICATIONS

REFERENCES: 14 CFR parts 1, 61, 91; NTSB part 830; AC 00-2; FAA-H-8083-25; POH/AFM; AIM.

Objective. To determine that the applicant exhibits instructional knowledge of the elements related to the Code of Federal Regulations and publications:

1. Availability and method of revision of 14 CFR parts 1, 61, 91, and NTSB part 830 by describing—
 - a. purpose.
 - b. general content.
2. Availability of flight information publications, advisory circulars, practical test standards, pilot operating handbooks, and FAA-approved airplane flight manuals by describing—
 - a. availability.
 - b. purpose.
 - c. general content.

D. TASK: LOGBOOK ENTRIES AND CERTIFICATE ENDORSEMENTS

REFERENCES: 14 CFR part 61; AC 61-65.

Objective. To determine that the applicant exhibits instructional knowledge of the elements related to logbook entries and certificate endorsements by describing:

1. Required logbook entries for instruction given.
2. Required student pilot certificate endorsements, including appropriate logbook entries.
3. Preparation of a recommendation for a pilot practical test/proficiency check, including appropriate logbook entry for—
 - a. initial pilot certification.
 - b. additional pilot certification.
 - c. additional aircraft category/class privileges.
 - d. make and model privileges.
 - e. single-seat aircraft.
4. Required endorsement of a pilot logbook for the satisfactory completion of the required FAA flight review/proficiency check.
5. Required flight instructor records.

III. AREA OF OPERATION: PREFLIGHT LESSON ON A MANEUVER TO BE PERFORMED IN FLIGHT

NOTE: Examiner shall select at least one maneuver TASK, and ask the applicant to present a preflight lesson on the selected maneuver as the lesson would be taught to a student.

A. TASK: MANEUVER LESSON

REFERENCE: FAA-S-8081-12, FAA-S-8081-14; FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-13, FAA-H-8083-21, FAA-H-8083-25; POH/AFM.

Objective. To determine that the applicant exhibits instructional knowledge of the selected maneuver by:

1. Stating the purpose.
2. Giving an accurate, comprehensive oral description including the elements and common errors.
3. Using instructional aids, as appropriate.
4. Describing the recognition, analysis, and correction of common errors.

Note: Refer to the appropriate checklist for those the additional items that must be tested in sections 1, 2 or 3 of the PTS.