

CFI ACS UPDATE

Introduction

You may be preparing for your initial CFI Practical Test (checkride) and concerned about the introduction of the new CFI Airmen Certification Standards (ACS). You'll be happy to know that while there are changes, the Practical Test itself remains largely unchanged, and your King Schools Practical Test Course will prepare you well for your checkride. In fact, the CFI ACS should make your checkride less stressful, since it provides detailed specifics on what you will be tested on, leaving fewer areas up to interpretation. This document supplements the information provided by your King Schools Course to ensure you are ready for a checkride based on the new ACS.

In this document, you'll find:

- Links to the CFI ACS and Risk Management Handbook
- Background information on the FAA's ACS Purpose and Structure
- Use of Scenario-based Questioning
- Risk Management and the ACS Discussion
- A summary of the Key Differences between the CFI PTS and ACS

CFI ACS Link

https://www.faa.gov/training_testing/testing/acs/cfi_airplane_acs_25.pdf

The purpose of the Airmen Certification Standards (ACS) is to:

Ensure the applicant possesses the knowledge, ability to manage risks, and skill consistent with the privileges of the certificate or rating being exercised, to act as pilot-in-command which requires the integration of aeronautical knowledge, risk management, and flight proficiency standards.

The ACS integrates the elements of knowledge, risk management, and skill required for each airman certificate or rating. The ACS is a more comprehensive standard than the PTS for what an applicant must know, consider, and do to demonstrate proficiency to pass the required tests.

The ACS:

- Offers a comprehensive and integrated presentation of the standards for what an applicant needs to know, consider, and do to pass both the knowledge and practical tests for a certificate or rating.
- Connects specific, appropriate knowledge and risk management elements to specific skills. This linkage enhances the relevance of the testing/training process by clearly answering the "why do I need to know that?!" question.
- Enhances safety by using the risk management section in each Area of Operation to translate special emphasis items and abstract terms like "aeronautical decision-making" into specific behaviors relevant to each task.
- Eliminates duplicative or overlapping tasks.
- Enables the FAA to create and maintain a clear link between the regulations, knowledge/risk management/skill performance standards, guidance, and test materials.

The ACS is organized by:

1. Area of Operations: which are broad sections of required competency as Takeoffs, Landings, and Emergency Procedures,
2. Tasks: These are individual maneuvers or ground topics under an Area of Operation, and each will include Knowledge Areas, Risk Management, and Skills standards. Tasks include References which are what can be tested on the practical test, and
3. Knowledge Areas, Risk Management, and Skills elements use designators. Each designator can be identified by an embedded K, R, or S within the formatted designator.

Scenario-based Questioning

You can expect the evaluator to use scenario-based and trigger questions during the practical test. The ACS requires that certain tasks are to be evaluated in a scenario-based questioning format. The purpose of this format requires the applicant to apply and/or correlate knowledge, experience and information to the circumstances of the given scenario.

An example scenario:

You are taking your mother, father and grandmother to a wedding in Palm Springs, CA. The flight begins in the afternoon, and you will be returning that night. Your mother weighs 145 pounds, your father weighs 195 pounds, and your grandmother weighs 115 pounds. Since it is a day trip, there is no luggage. But your parents are bringing the wedding gift, which is a 50-pound set of dishes.

As you fly toward your destination, you offer to make a slight diversion from your route, so your parents can see their house from the air. Your mother is excited to see her house from the air, and she asks if you can descend and circle so she can take pictures.

Possible questions:

The evaluator can use this scenario to evaluate the applicant on the Ground Reference Maneuvers Task, to evaluate tasks in the Emergency Operations, or an event such as an electrical or other system malfunction.

Risk Management and the ACS

Risk management is evaluated in *every task*. You'll need to know that risk management is a continuous process that includes identification, assessment, and mitigation of task-specific hazards that create risk. The ACS includes a risk management section to enhance safety by identifying specific *safety behaviors for each task* which identifies the issues that applicants must consider in association with a particular task.

Risk Management

Important terms to know:

- *Hazard* is a condition that could foreseeably cause or contribute to an aircraft accident.
- *Risk* is the composite of the predicted *severity* and *likelihood* of the potential effect of a hazard.

In other words, a hazard is a condition that *could cause* an accident and the risk is the probability and predicted severity of *the consequences* that may result from a hazard.

Risk Severity

Catastrophic—Results in fatalities and/or total airframe loss.
Critical—Severe injury or major airframe or property damage.
Marginal—Minor injury or minor airframe or property damage.
Negligible—Less than minor injury or damage.

Risk Likelihood

Probable—An event may occur several times.
Occasional—An event may occur sometime.
Remote—An event is unlikely to occur but is possible.
Improbable—An event is highly unlikely to occur.

Risk Management Tools

When discussing how to evaluate risk, the Risk Assessment Matrix or the Flight Risk Assessment Tool should be used.

Risk Assessment Matrix

A tabular Risk Assessment Matrix may be used to find the composite of likelihood and severity.

Risk Assessment Matrix					
Likelihood		Severity			
		Catastrophic	Critical	Marginal	Negligible
Probable	High	High	Serious		
Occasional	High	Serious			
Remote	Serious	Medium		Low	
Improbable					

Key PTS and ACS Differences/Changes You Need to Know

- Risk Management is evaluated in *every task*.
- Fundamentals of Instructing (FOI) has various titles rearranged/reworded and now includes greater detail on what will be tested.
- Evaluators will select at least three tasks from FOI rather than two.
- Evaluators can test the FOI on CFI renewals and reinstatements.
- Applicants can use previously developed and commercially available lesson plans.
- Pilot Qualifications includes Sport Pilot and BasicMed.
- Weather Information includes requirements for a wide-range meteorological knowledge.
- Principles of Flight includes forces acting on an airplane.
- Performance and limitations include weight and balance.
- Navigation and Cross-Country Planning can include electronic/EFB flight planning.
- Slow Flight has two Task options. A new Task B is a demonstration of flight characteristics at various configurations and airspeeds which is flying at Minimum Controllable Airspeed where any further deceleration would cause a full stall.
- Secondary stall must be a full stall demonstration.
- Steep Spirals adds the requirements for "at least" three turns.
- Aircraft Flight Controls and Operation of Systems has been combined into a single task.
- Navigation and Radar Services includes all transponder modes and ADS-B.
- High Altitude Operations Supplemental Oxygen and Pressurization are separate tasks.
- 14 CFR and Publications includes INFOs and SAFOs.
- Endorsement and Logbook Entries includes SFAR and Class B endorsements and requirements for CFI renewals and reinstatements.