



Update to Practical Test Standards

Flight Instructor Single-Engine

ASA-8081-6CS

Flight Instructor Multi-Engine

ASA-8081-6CM

This Update makes the Flight Instructor Single- and Multi-Engine Practical Test Standards books current for all regulatory and procedural changes, including Changes 2 through 5 (Change 1 is already included in the current books). Change 5 was released June 10, 2010.

Additional change to ASA-8081-6CS only (dated January 10, 2007) —

In the "Renewal or Reinstatement of a Flight Instructor" table on Page 1-xii, add a row to the matrix of the table to read:

Required Areas of Operation: IV Number of Tasks: 1

Change 2, February 22, 2008 (Note: This change only applies to ASA-8081-6CM) —

Introduction; Page 13 (first paragraph, last sentence), changed to reflect 400' instead of 200' as the minimum altitude for simulated engine failure:

... However, the failure of an engine shall not be simulated until attaining at least V_{SSE}/V_{YSE} and at an altitude not lower than 400 feet AGL.

Change 3, February 3, 2009 —

This change was done to reflect Notice 8000.331 (inactive, but can be found at <http://fsims.avs.faa.gov>), "Airplanes Equipped with Retractable Landing Gear, Flaps, and FADEC Meet the Definition of a Complex Airplane."

(See Change 5, which has further modified the same paragraph that was updated in Change 3 on 2/3/2009.)

Change 4, March 15, 2009 —

Introduction section

Pages 5 and 6, added to "Abbreviations" listing:

AM Automation Management
RM Risk Management
SA Situational Awareness
TM Task Management

Page 8, added Special Emphasis Area 16, and changed verbiage of paragraph immediately following it:

16. Single Pilot Resource Management (SRM).

With the exception of SRM, all of these areas may not be specifically addressed under each TASK. They are essential to flight safety and will be evaluated during the practical test.

Section 1, Additional Rating Task Table (Note: This change only applies to ASA-8081-6CS)

In the table on Page 1-xi, change the IA and IH entries for II and III as follows:

II, the entries for IA and IH are now " * "

III, the entries for IA and IH are now, "ALL"

Continued

Change 5, June 9, 2010—

(Note: This further modifies the paragraph that was updated in Change 3 on 2/3/2009.)

Introduction section

Page 10, "Aircraft and Equipment Required for the Practical Test," #3 is changed to read:

3. Be capable of performing all appropriate TASKS for the flight instructor rating sought and have no operating limitations, which prohibit the performance of those TASKS. A complex airplane must be furnished for the performance of takeoff and landing maneuvers, and appropriate emergency procedures. A complex landplane is one having a retractable landing gear, flaps, and controllable propeller. A complex seaplane is one having flaps, floats, and a controllable propeller. Airplanes that are equipped with a full authority digital engine control (FADEC) system are considered to have a controllable propeller.



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