

Instrument Flight Instructor Test (add on)

Lesson Plan: We will be discussing Cross Country (IFR) flight planning. Please prepare a lesson plan to teach your student how to plan an instrument cross country. Remember to review the PTS/IRA ACS and ensure that we have covered all the required elements. The destination is your choice. Consider one that includes Airways, MCAs, MRAs published holds etc.

Examiner Weight: 180 Pounds

Baggage Weight: 10 pounds, plus whatever you normally keep in the airplane.

Test Fee: Please refer to the [Rates](#) page for current test fee information.

Scheduling and Weather Policy: Please refer to the [Scheduling](#) page for details.

Required Endorsements:

Please refer to the [current edition](#) of advisory circular 61-65. At the time of writing, 61-65H is current. You will need the following endorsements in order to take your CFI practical test. Please have your instructor review your logbook to ensure that these endorsements are complete and current. Missing endorsements may prevent your test from being completed on schedule. Other endorsements may apply, but at the minimum we will need the following:

- A.1 Prerequisites for Practical Test (61.39)
- A.2 Review of deficiencies on Knowledge Test (61.39)
- A.42 Taking the aeronautical knowledge test (61.183f) (if applicable)
- A.44 Taking the practical test (61.183g and 61.187a and b7)
- A.65 Completion of a flight review (61.56) (Yes, you need a current flight review in order to take this test.)
- A.73 Retesting after failure of a practical or knowledge test (61.49) (NOTE: Only required for a retest)

Required Documents:

Please ensure that you have ALL the following documents, in addition to the required endorsements listed above. If you are missing documents or endorsements, I won't be able to conduct your test and we will need to reschedule for another day. This could result in a \$300.00 (minimum) rescheduling fee.

- Completed application in IACRA
- Paper copy of the 8710-1 printed from IACRA after CFI signature. (Hopefully we don't need this, but if IACRA is unavailable we can conduct the test with the paper copy.)
- Knowledge test results
- Pilot logbook with pages totaled
- Record of ground instruction received (This is often missing). I can't do the test without it. You are paying your CFI to give you ground training, make them log it as required.
- Government issued photo Identification. Passport, US Driver license, Military ID, etc.
- Valid, unexpired Medical Certificate (Third Class or higher) OR BasicMed (no copies)
- Pilot certificate and CFI certificate
- All aircraft documentation (ARROW, as applicable)
- All aircraft maintenance records (AV1ATES, as applicable. Please confirm any pertinent AD compliance!)
- Lesson plan for assigned maneuver

Test Advice:

-Go through the maintenance records well in advance of the test date. Verify that all the inspections are up to date, ESPECIALLY the airworthiness directives. Remember, 91.7 says that it is your responsibility as PIC to make sure the airplane is airworthy. While it is the owner's responsibility to keep it airworthy under 91.405, it is your job to make sure the owner is doing their job. Please review 91.417 carefully. AD Compliance (or lack of) is an issue. If they are not documented correctly, I cannot and will not fly your airplane, which means your test is cancelled. Blanket statements such as "All ADs are current" are not acceptable. The FAA is very clear about the requirements. Remember that recurring AD's need to have their next due date listed too. This has been enough of an issue recently that I have adopted a [unprepared policy](#). If your test is delayed or cannot be conducted because of missing information REQUIRED to establish Airworthiness, then you came unprepared! I will Discontinue or Disapprove the test (DPE discretion). You may incur a rescheduling fee. (minimum &300.00).

CLEAN THE AIRCRAFT WINDSHIELD! (No explanation needed). If you arrive early or are waiting for me to return from an earlier test, PRE-FLIGHT the aircraft.

-Please dress comfortably and professionally.

-Bring some snacks. Sometimes the test runs long, especially if there is a weather delay. Hunger can be a distraction. Trust me on this one.

-Read the manual. Read the handbook. PTS, ACS, IFH IPH CFR, etc. Go find the source. "My instructor said" is almost always the wrong answer on a CFI test. Don't tell your student what the answer is, show him/her where to find it.

-Take your time. A lot of the mistakes I see during tests are simply the result of people rushing into things without thinking about what they're doing. If you take an extra 10 minutes to finish the test, that's fine. Watch the details.

General advice: Think like an instructor and think like an examiner. You're supposed to be teaching this stuff. How would you present this material to someone who has never seen it before? If you were sitting in my seat, what information would you want to see in order to be sure that the applicant knows their stuff? Take the time to read the PTS/ACS and think about it from the CFI perspective.

Lesson Plan: For your test, we will be discussing Area of Operations III, Task B, which is Cross Country Flight Planning. Most people come into this test with a completed navlog. I'm not interested in the destination; I'm interested in how you would teach someone the process of completing that plan. Your student will most likely be a private pilot, who should know how to fill out a navlog. What we need to cover is all the instrument XC considerations. Review the PTS/ACS and ensure that we are covering each item. Remember to apply those "fundamentals of instruction" to build an effective presentation. When we finish, your student should have the knowledge/tools they'll need to be able to plan their own IFR cross country.

Flight Portion: During the flight, you will demonstrate some of the required tasks. I will also fly the aircraft "under the hood", acting as a student while you provide instruction to me based on what you see. This test is both a confirmation of your instrument instructor capabilities, and your ability to look for traffic at the same time. You can expect that we will conduct approaches with me flying the airplane while you instruct, and you flying with a view limiting device when we switch.

-Read the manual for your airplane, especially the systems section. **Read the supplements and pilot guides for the avionics installed in your airplane.** A significant number of all the failures that happen on instrument check rides can be attributed to lack of systems knowledge. You need to have a solid understanding of what your avionics are doing, and what buttons to push to make it do what you want it to do. One of the most common failure items on this test is a Hold as published at the IAF. The hold itself is simple, but if you don't understand what your system is trying to do, it's easy to make a mistake. You really should be a systems expert before you take the airplane into the clouds. Part of my job during this test is to make sure you can respond appropriately to unexpected situations, and that involves being able to quickly and effectively handle your avionics. Remember, all the features of avionics are supposed to HELP not HINDER performance.

-Check the NOTAMs. Get a briefing. Be prepared to demonstrate proficiency on all the normal instrument flying "stuff".

Landings: Crosswind correction counts. Landing from an instrument approach is a PTS/ACS element, and the landings are a gradable item. Watch the centerline, pay attention to crosswind correction. Pay attention to the airspeed and configuration. The touchdown doesn't need to be perfect, but it should be under control and demonstrate good airmanship within ACS.

Questions?

Read and understand the PTS/ACS! It is the test. Ask your instructor first for clarification. Come prepared. Text me if necessary. I'm here to help. I do spend a lot of time in the air and I'm not always readily available to answer. A text message is the most reliable and preferred way to reach me.