

Flight Review & IPC – Summary

Flight Review

- **Purpose and intent**

- Described as an instructional service to assess and improve a pilot's knowledge, risk management, and skill, with the regulatory minimum in §61.56 as the floor, not the ceiling.
- Emphasizes using the review to address accident causal factors (LOC-I, CFIT, runway incursions), ADM, and automation management rather than just “logging the hour.”

- **Content and structure**

- Recommends a pre-review interview and use of a written or online quiz to target weak areas in regulations, airspace, and operating rules.
- Encourages scenario-based training built around the pilot's typical operations, using current ACS tasks, stabilized approaches, energy management, and pattern operations, including turnback decision altitude and crosswind/approach standards.
- Stresses operations within aircraft limitations as published in the POH/AFM, placards, and markings when discussing speeds, configurations, and performance.

- **Best practices for CFIs**

- Recommends documenting the plan of action and debrief, focusing on risk management, automation use, and manual flying skills, especially in TAA.
- Notes that if additional training is needed, the CFI should continue instruction rather than “signing off” a clearly deficient pilot, since the flight review is not pass/fail but must reasonably demonstrate competence.

Flight Review & IPC – Summary

Flight Review & IPC – Summary

Instrument Proficiency Check

- **When an IPC is required and its role**
 - An IPC is required under §61.57 when it has been six months since six approaches, holding, intercepting, and tracking have been accomplished.
 - The IPC is an individualized proficiency event to restore and evaluate IFR knowledge, risk management, and skills, not simply a box-checking ride.
- **IPC content and required areas**
 - The IPC should be structured using the Instrument Rating ACS tasks and standards appropriate to the aircraft and operation, and a representative mix of precision and nonprecision approaches with missed approaches and realistic contingencies, all based on the pilot's typical IFR environment.
 - Knowledge portion should include reviewing IFR regulations, currency rules, alternate requirements, departure/arrival procedures, weather products, and system/automation use, tailored to the pilot's typical IFR environment.
- **Conduct, standards, and documentation**
 - A scenario-based IPC is encouraged. It should include a complete IFR cross-country profile that requires route planning, clearances, departure, en route operations, approach, and missed/alternate decision-making, rather than simply performing isolated maneuvers.
 - The successful completion is documented with a logbook endorsement per §61.57 and associated endorsement ACs, and unsatisfactory performance should result in continued dual and no endorsement until the pilot meets the ACS-level performance expectations.