

# 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.

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## 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.