



# Update to Practical Test Standards Flight Instructor—Single- and Multi-Engine Airplane April 2018

This Update makes the Flight Instructor—Single-Engine Airplane (#ASA-8081-6DS) and Flight Instructor—Multi-Engine (#ASA-8081-6DM) Practical Test Standards current for all regulatory and procedural changes, including Change 1 (09/20/12), Change 2 (11/21/12), Change 3 (01/28/13), Change 4 (01/15/15), Change 5 (06/17/16) and Change 6 (04/19/18).

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## Change 1 (09/20/12)

### Introduction

- On page 6 of #ASA-8081-6DS and #ASA-8081-6DM, removed “LORAN”

### Section 1—Single-Engine

- On page 39 of #ASA-8081-6DS, under Task II.L Objective, removed reference to LORAN.

### Section 2—Multi-Engine

- On page 39 of #ASA-8081-6DM, under Task II.L Objective, removed reference to LORAN.

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## Change 2 (11/21/12)

### Introduction

- On page 11 of #ASA-8081-6DS and #ASA-8081-6DM, changed the note to read:

NOTE: Providing the initial practical test was completed in a complex airplane, the renewal or reinstatement of the Flight Instructor Certificate may be performed in a non-complex airplane, at the discretion of the examiner.

- On page 17 of #ASA-8081-6DS and #ASA-8081-6DM, changed the note to read:

NOTE: Providing the initial practical test was completed in a complex airplane, the renewal or reinstatement of the Flight Instructor Certificate may be performed in a non-complex airplane, at the discretion of the examiner.

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## Change 3 (01/28/13)

### Introduction

- On page 10 of #ASA-8081-6DS and #ASA-8081-6DM, changed #6 of the required 14 CFR part 61 items to read:

6. Have an endorsement from an authorized instructor certifying that the applicant has been given flight training in the Areas of Operation listed in 14 CFR part 61, section 61.187, and a written statement from an authorized flight instructor within the preceding **2 calendar months**, in accordance with 14 CFR part 61, section 61.39, that instruction was given in preparation for the practical test. The endorsement must also state that the instructor finds the applicant prepared for the required practical test, and that the applicant has demonstrated satisfactory knowledge of the subject area(s) in which the applicant was deficient on the airman knowledge test.

- On page 10 of #ASA-8081-6DS and #ASA-8081-6DM, changed #4 of the list for applicants applying for an additional rating on the certificate as required by 14 CFR to read:
  4. Have an endorsement from an authorized instructor certifying that the applicant has been given flight training in the Areas of Operation listed in 14 CFR part 61, section 61.187, and a written statement from an authorized flight instructor within the preceding 2 calendar months, in accordance with 14 CFR part 61, section 61.39, that instruction was given in preparation for the practical test. The endorsement must also state that the instructor finds the applicant prepared for the required practical test, and that the applicant has demonstrated satisfactory knowledge of the subject area(s) in which the applicant was deficient on the airman knowledge test.

## Change 4 (01/15/15)

### Introduction

- On page 11 of #ASA-8081-6DS and #ASA-8081-6DM, revised Note in “Aircraft and Equipment Required for the Practical Test” section of the Introduction and added paragraph 4 clarifying when a non-complex airplane is required for the practical test. These edits are intended to make clear that a complex aircraft is not required when adding an airplane class rating to an existing flight instructor certificate that already contains an airplane category and class rating. The FAA finds the requirements for the use of a complex airplane are not necessary when the applicant has already satisfactorily demonstrated the takeoff, landing, emergency, and other Tasks contained within this PTS in a complex airplane.
  - For example, an applicant seeking to add a single-engine rating to an existing flight instructor certificate that already contains an airplane multiengine category and class rating does not need to perform the practical test in a complex airplane.

Changes read as follows:

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.
4. Except as noted below, 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.

NOTE: When adding an airplane category rating to an existing flight instructor certificate, a complex aircraft is not required if the applicant already holds an airplane category, with either a single-engine or a multiengine class rating.

This note does not apply to applicants that hold a flight instructor certificate with an airplane category but do not hold an airplane class rating (such as instructors who only hold an instrument rating in the airplane category), regardless of whether or not the previous practical test was conducted in a complex airplane.

In addition, the renewal or reinstatement of the flight instructor certificate may be accomplished in a non-complex airplane, provided the applicant already holds an airplane category and either a single-engine or a multiengine class rating.

### Section 1—Single-Engine

- On page 82 of #ASA-8081-6DS, in Area of Operation XI—Slow Flights, Stalls, and Spins; Task F: Secondary Stalls (Demonstration) (ASEL and ASES); Objective 2 is restored after it was previously inadvertently removed. It now reads:
  2. Exhibits instructional knowledge of common errors related to secondary stalls, in selected landing gear and flap configurations by describing—
    - a. Failure to establish selected configuration prior to entry.
    - b. Improper or inadequate demonstration of the recognition of and recovery from a secondary stall.
    - c. Failure to present simulated student instruction that adequately emphasizes the hazards of poor procedure in recovering from a primary stall.

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## Change 5 (06/17/16)

- *Updated all references throughout the document that referred to the Private Pilot Airplane Practical Test Standards (FAA-S-8081-14) to refer to the superseding Private Pilot – Airplane Airman Certification Standards (FAA-S-ACS-6).*

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## Change 6 (04/19/18)

### Introduction

- *Removed the complex airplane requirement from practical tests for an airplane single-engine instructor rating and made corresponding changes to Task elements and the following sections in the Introduction:*

*On page 11 of #ASA-8081--6DS, in the “Aircraft and Equipment Required for the Practical Test” section, list item “4.” was revised to read as follows:*

4. *There is no requirement to supply a single-engine complex airplane for the instructor practical test. An applicant may supply a single-engine complex airplane, if desired.*

*On page 17 of #ASA-8081-6DS and #ASA-8081-6DM, in the “Renewal or Reinstatement of a Flight Instructor Certificate” section, the Note was removed.*