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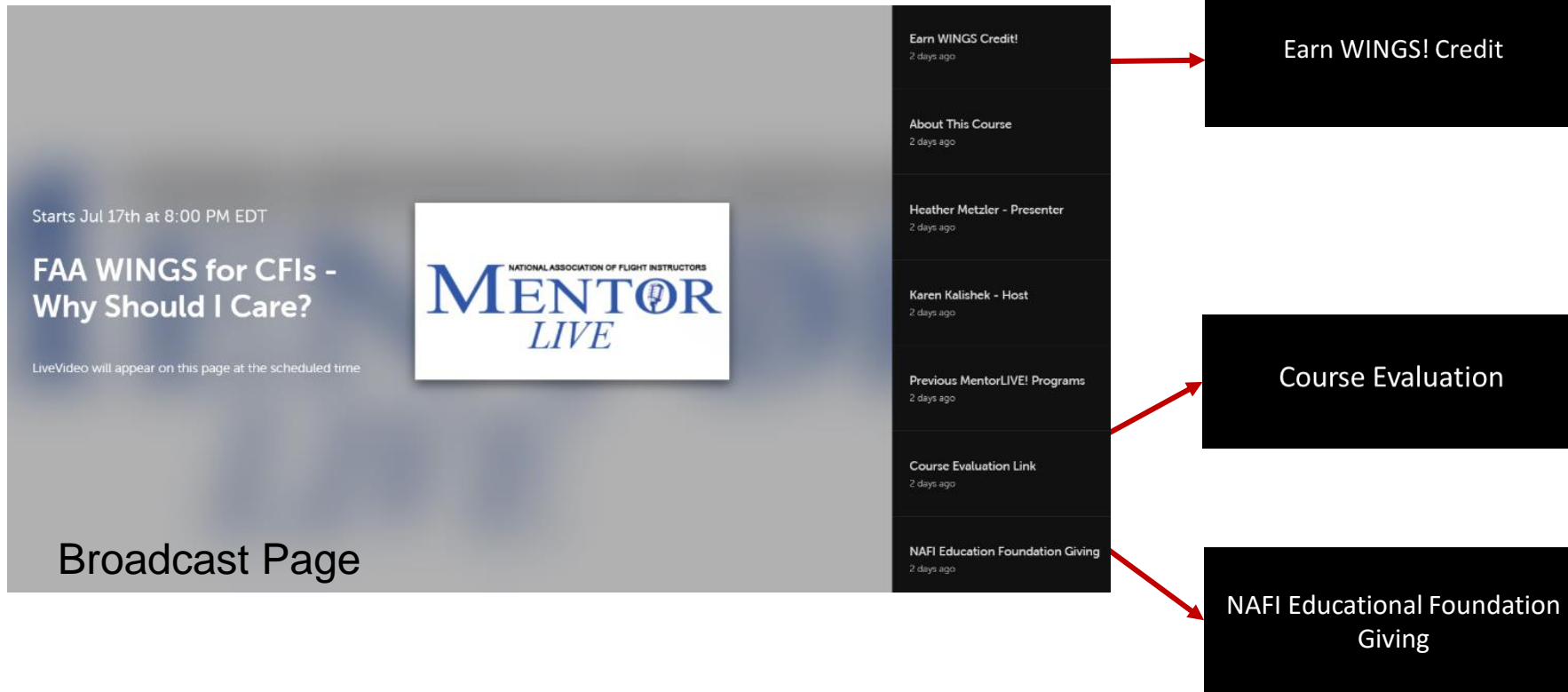
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Welcome!

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Airmen Certification Standards



Presented by Robert Terry, Airmen Testing
Branch, Aviation Safety Inspector, Operations

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Robert Terry

- Aviation Safety Inspector, Operations
- 13 years with the FAA
 - 6 years in the Airman Testing Branch
 - 4 years at the FAA Academy as an instructor
 - 3 years in the Will Rogers District Field Office
- Certificates/Ratings
 - Multiengine ATP, with N265 (Sabreliner Type Rating)
 - Commercial Pilot, Airplane Single-Engine Land, Instrument Airplane
 - Certified Flight Instructor: Airplane SEL, MEL, Instrument Airplane
 - Gold Seal
 - Ground Instructor: Advanced, Instrument

Airman Certification System



- Why change from PTS to ACS?
- What is the ACS?
- How does the ACS work?
- The Appendices
- New Testing Information
- The ACS Working Group
- Resources

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Why change?

- ACS started in 2011, as a way to update knowledge testing.
- FAA and industry partners determined the need for a systematic approach that would:
 - Provide clear standards for aeronautical knowledge
 - List specific behaviors for risk management and ADM
 - Consolidate overlapping tasks in the PTS
 - Tie the many “special emphasis” items to knowledge and skill
 - Connect the standards for knowledge, risk management, and skill to guidance (H-series handbooks), to knowledge test questions, and the practical test



Who created the ACS?

ACS arises from extensive FAA/industry collaboration

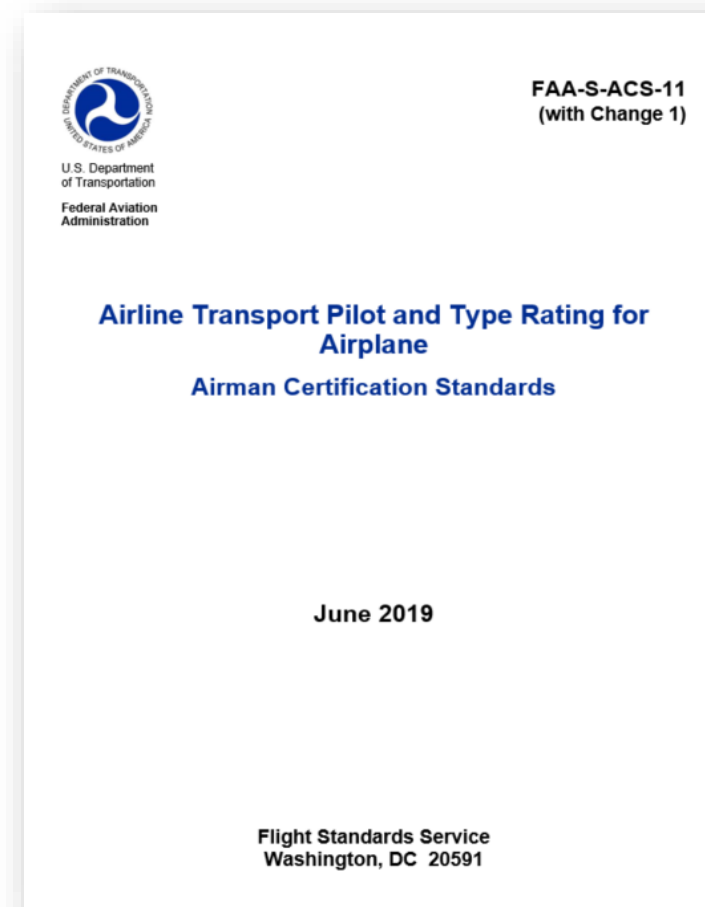


- **Industry-led development** – the ACS has been developed, refined, and tested through three consecutive aviation training industry groups with diverse representation.
- **Public comment** – the FAA established several dockets for the industry groups to receive public comments on the ACS.
- **Prototyping** – the FAA and its industry partners conducted ACS prototype activities to test and refine the ACS for private pilot (airplane) and instrument rating (airplane).

What is the ACS?

Airman Certification Standards

- “Enhanced” version of the Practical Test Standards (PTS) – ACS replaces the PTS
- Adds task-specific knowledge and risk management elements to each PTS Area of Operation/Task
- Result:
 - Integrated presentation of specific knowledge, risk management, and skill elements for each Task
 - Single source set of standards for both knowledge exam and the practical test



Airman Certification System

Changes: Regulations, Policies, Procedures, Feedback

The four panels represent the components of the Airman Certification System: 1) FAA-ACS-6A (Change 1) Private Pilot - Airplane Airman Certification Standards, June 2017. 2) Airplane Flying Handbook (FAA-H-8083-30). 3) A diagram showing satellite-based testing with text: 'Knowledge exam questions are meaningful, relevant, aligned with standards and guidance.' and 'Oral and practical tests are more focused and more efficient.' 4) A screenshot of the Airman Testing website showing resources, frequently asked questions, and reporting statistics.



ACS codes enable continuous alignment

Standards

Combined certification standards for knowledge, risk management, and skill

Guidance

Rules, H-series handbooks, Advisory Circulars, other FAA information sources

Testing

Knowledge exam, oral and practical tests for issuance of certificate or rating

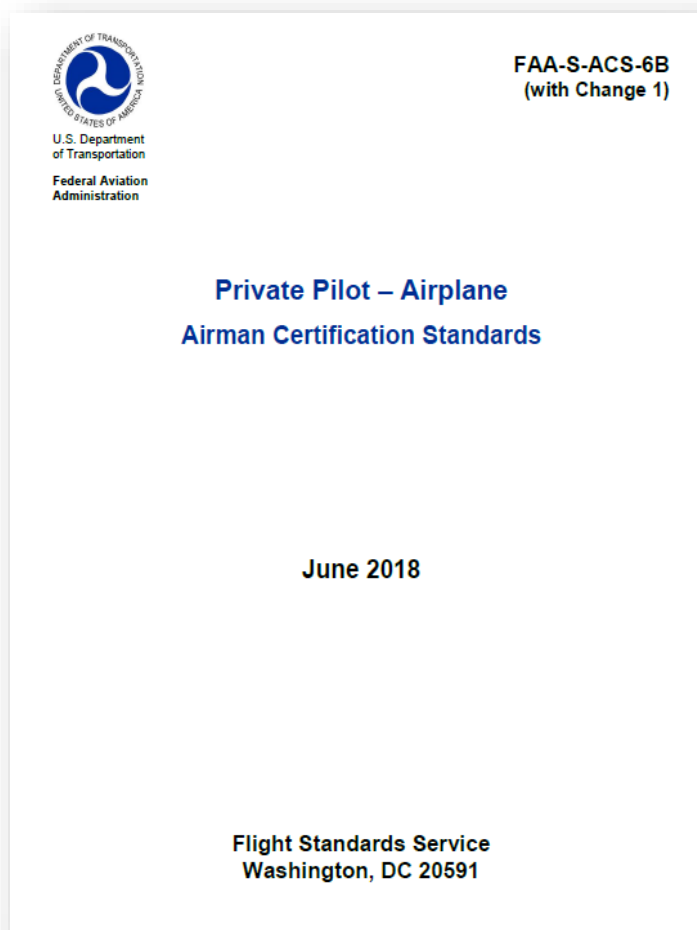
Change Management

Awareness, Desire, Knowledge, Ability, Reinforcement via disciplined change management plan with associated communications strategy

Alignment as appropriate with other Certificates / Ratings

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What is the ACS?



Are you using the correct ACS?

Do you have the most current edition?

You can check the currency of your ACS by going to the Airman Testing Branch's webpage at www.faa.gov/training_testing/testing/acs/.

What is the ACS?

Acknowledgments

The U.S. Department of Transportation, Federal Aviation Administration (FAA), Office of Safety Standards, Regulatory Support Division, Airman Testing Branch, P.O. Box 25082, Oklahoma City, OK 73125 developed this Airman Certification Standards (ACS) document with the assistance of the aviation community. The FAA gratefully acknowledges the valuable support from the many individuals and organizations who contributed their time and expertise to assist in this endeavor.

Availability

This ACS is available for download from www.faa.gov. Please send comments regarding this document using the following link to the [Airman Testing Branch Mailbox](#).

Material in FAA-S-ACS-8B will be effective June 11, 2018. All previous editions of the Private Pilot – Airplane Airman Certification Standards will be obsolete as of this date for airplane applicants.

Foreword

The Federal Aviation Administration (FAA) has published the Private Pilot – Airplane Airman Certification Standards (ACS) document to communicate the aeronautical knowledge, risk management, and flight proficiency standards for the private pilot certification in the airplane category, single-engine land and sea; and multiengine land and sea classes. This ACS incorporates and supersedes FAA-S-ACS-6A, Private Pilot – Airplane Airman Certification Standards, Change 1.

The FAA views the ACS as the foundation of its transition to a more integrated and systematic approach to airman certification. The ACS is part of the safety management system (SMS) framework that the FAA uses to mitigate risks associated with airman certification training and testing. Specifically, the ACS, associated guidance, and test question components of the airman certification system are constructed around the four functional components of an SMS:

- Safety Policy that defines and describes aeronautical knowledge, flight proficiency, and risk management as integrated components of the airman certification system;
- Safety Risk Management processes through which both internal and external stakeholders identify changes in regulations, safety recommendations, or other factors. These changes are then evaluated to determine whether they require modification of airman testing and training materials;
- Safety Assurance processes to ensure the prompt and appropriate incorporation of changes arising from new regulations and safety recommendations; and
- Safety Promotion in the form of ongoing engagement with both external stakeholders (e.g., the aviation training industry) and FAA policy divisions.

The FAA has developed this ACS and its associated guidance in collaboration with a diverse group of aviation training experts. The goal is to drive a systematic approach to all components of the airman certification system, including knowledge test question development and conduct of the practical test. The FAA acknowledges and appreciates the many hours that these aviation experts have contributed toward this goal. This level of collaboration, a hallmark of a robust safety culture, strengthens and enhances aviation safety at every level of the airman certification system.

The next couple of pages in the ACS contain the following sections:

- Acknowledgements
- Availability
- Foreword

What is the ACS?

Below is the Revision History section of the Commercial Pilot – Airplane ACS.

Notice the dates.

Document #	Description	Revision Date
FAA-S-8081-12C	Commercial Pilot Practical Test Standards for Airplane (with Changes 1-4)	November 2011
FAA-S-ACS-7	Commercial Pilot – Airplane Airman Certification Standards (Changes 1 & 2)	June 12, 2017
FAA-S-ACS-7	Commercial Pilot – Airplane Airman Certification Standards (Changes 1, 2, & 3)	April 19, 2018
FAA-S-ACS-7A	Commercial Pilot – Airplane Airman Certification Standards	June 11, 2018
FAA-S-ACS-7A (with Change 1)	Commercial Pilot – Airplane Airman Certification Standards	June 6, 2019



What is the ACS?

Record of Changes

Change 1 (June 6, 2019)

- Revised the following sections of the [Introduction](#):
 - Airman Certification Standards Concept (page 1)
 - Using the ACS (pages 1 and 2)
- Added FAA-H-8083-25 to list of References for Area of Operation VII, Task A. Maneuvering During Slow Flight (page 41).
- Revised Task elements corresponding to the following ACS codes to make their wording consistent with the other ACSs, as applicable:

PA.I.A.K1	PA.IV.B.S8	PA.IV.J.S6	PA.VII.D.R6
PA.I.C.K1	PA.IV.C.R4	PA.IV.K.R4	PA.VIII.A.R4
PA.I.C.K2	PA.IV.C.R6	PA.IV.K.R6	PA.VIII.B.R4
PA.I.C.K3j	PA.IV.C.S5	PA.IV.K.S5	PA.VIII.B.S2
PA.I.C.K3l	PA.IV.D.R4	PA.IV.K.S6	PA.VIII.C.R4
PA.I.C.S1	PA.IV.D.R6	PA.IV.K.S9	PA.VIII.C.S2
PA.I.C.S2	PA.IV.D.S5	PA.IV.L.R4	PA.VIII.D.R4
PA.I.C.S3	PA.IV.D.S7	PA.IV.L.R6	PA.VIII.D.S1
PA.I.E.S1	PA.IV.D.S8	PA.IV.L.S5	PA.VIII.E.R4
PA.I.E.S3	PA.IV.E.R4	PA.IV.L.S8	PA.VII.E.R7
PA.I.F.S2	PA.IV.E.R6	PA.IV.M.R2e	PA.IX.A.K1
PA.I.G.K1	PA.IV.E.S5	PA.IV.M.R3	PA.IX.A.R4
PA.I.G.S1	PA.IV.E.S11	PA.IV.M.R3a	PA.IX.A.S3
PA.I.H.K1	PA.IV.F.R4	PA.IV.M.R3b	PA.IX.B.R6
PA.I.H.K1a	PA.IV.F.R6	PA.IV.M.R4	PA.IX.C.R2
PA.I.H.K1f	PA.IV.F.S5	PA.IV.M.R6	PA.IX.E.R3
PA.I.H.R3	PA.IV.F.S7	PA.IV.N.R5	PA.IX.F.R5
PA.I.H.S1	PA.IV.F.S8	PA.IV.N.R7	PA.IX.G.K4
PA.I.I.K1	PA.IV.G.R4	PA.V.A.R2	PA.IX.G.R5
PA.II.B.S3	PA.IV.G.R6	PA.V.A.R4	PA.IX.G.S1
PA.II.D.K1	PA.IV.G.S5	PA.V.A.S2	PA.IX.G.S2
PA.II.D.S3	PA.IV.G.S9	PA.V.B.R4	PA.IX.G.S9
PA.II.E.K6b	PA.IV.G.S12	PA.VI.A.R2	PA.X.A.S7
PA.II.E.S6	PA.IV.H.R4	PA.VI.A.S4	PA.X.B.R3

Record of Changes Page

Private, Instrument, and Commercial

What is the ACS?

Major Enhancements to Version FAA-S-ACS-8B

- Revised references to reflect FAA reorganization.
- Added language to account for Part 68 BasicMed.
- Added "solely by reference to instruments" to applicable Task objectives.
- Reworded nonprecision approach Task elements to accommodate constant descent final approach (CDFA).
- Revised all Tasks in all Areas of Operation to include more standardized element order and element language.
- All applicants without a multiengine airplane center thrust limitation will now be required to supply an airplane with a published V_{MC} when accomplishing the test in a multiengine airplane.
- Updated the following Appendices:
 - Appendix 1: The Knowledge Test Eligibility, Prerequisites, and Testing Centers.
 - Appendix 3: Airman Knowledge Test Report
 - Appendix 4: The Practical Test – Eligibility and Prerequisites
 - Appendix 5: Practical Test Roles, Responsibilities, and Outcomes.
 - Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations.
 - Appendix 8: Use of Flight Simulation Training Devices (FSTD) and Aviation Training Devices (ATD): Airplane Single-Engine, Multiengine Land and Sea
 - Appendix 9: References.
 - Appendix 10: Abbreviations and Acronyms.

Major Enhancements Page

- This is where you will find changes that are beyond just editorial changes.
- This will include new testing areas, and other changes that will affect the knowledge and practical tests.



What is the ACS?

Table of Contents

Introduction	1
Airman Certification Standards Concept	1
Using the ACS	1
I. Preflight Preparation	3
A. Pilot Qualifications	3
B. Weather Information	4
C. Cross-Country Flight Planning	5
II. Preflight Procedures	6
A. Airplane Systems Related to IFR Operations	6
B. Airplane Flight Instruments and Navigation Equipment	7
C. Instrument Flight Deck Check	8
III. Air Traffic Control Clearances and Procedures	9
A. Compliance with Air Traffic Control Clearances	9
B. Holding Procedures	10
IV. Flight by Reference to Instruments	11
A. Instrument Flight	11
B. Recovery from Unusual Flight Attitudes	12
V. Navigation Systems	13
A. Intercepting and Tracking Navigational Systems and Arcs	13
B. Departure, En Route, and Arrival Operations	14

Table of Contents

What is the ACS?

Introduction

Airman Certification Standards Concept

The goal of the airman certification process is to ensure the applicant possesses knowledge, ability to manage risks, and skill consistent with the privileges of the certificate or rating being exercised, in order to act as Pilot-in-Command (PIC).

In fulfilling its responsibilities for the airman certification process, the Federal Aviation Administration (FAA) Flight Standards Service (AFS) plans, develops, and maintains materials related to airman certification training and testing. These materials include several components. The FAA knowledge test measures mastery of the aeronautical knowledge areas listed in Title 14 of the Code of Federal Regulations (14 CFR) part 61. Other materials, such as handbooks in the FAA-H-8083 series, provide guidance to applicants on aeronautical knowledge, risk management, and flight proficiency.

Safe operations in today's National Airspace System (NAS) require integration of aeronautical knowledge, risk management, and flight proficiency standards. To accomplish these goals, the FAA drew upon the expertise of organizations and individuals across the aviation and training community to develop the Airman Certification Standards (ACS). The ACS integrates the elements of knowledge, risk management, and skill listed in 14 CFR

Each Task in the ACS is coded according to a scheme that includes four elements. For example:

IR.I.C.K4:

- IR = Applicable ACS (Instrument Rating – Airplane)
- I = Area of Operation (Preflight Preparation)
- C = Task (Cross-Country Flight Planning)
- K4 = Task Element Knowledge 4 (Elements of an IFR flight plan.)

Knowledge test questions correspond to the ACS codes, which will ultimately replace the system of Learning Statement Codes (LSC). After this transition occurs, the Airman Knowledge Test Report (AKTR) will list an ACS code that correlates to a specific Task element for a given Area of Operation and Task. Remedial instruction and re-testing will be specific, targeted, and based on specified learning criteria. Similarly, a Notice of Disapproval for the practical test will use the ACS codes to identify the deficient Task elements. Applicants and evaluators should interpret the AKTR codes using the ACS revision in effect on the date of the knowledge test.

However, for knowledge tests taken before this system comes on line, only the LSC code (e.g., "PLT058") will be displayed on the AKTR. The LSC codes link to references and broad subject areas. By contrast, each ACS code represents a unique Task element in the ACS. Because of this fundamental difference, there is no one-to-one correlation between Learning Statement (PLT) codes and ACS codes.

Introduction

- Airman Certification Standards concept
- Using the ACS
- ACS Code on Airman Knowledge Test Report

How do I use the ACS?

Evaluator's Plan of Action must include:

- *At least one* Knowledge Element
- *At least one* Risk Management Element
- *All* Skill Elements from required Tasks
- All subjects missed on the knowledge test (if applicable)
 - The evaluator may use Task Elements from missed knowledge test subjects to meet the minimum requirement for one Knowledge and one Risk management element.
 - The evaluator has the discretion to select additional elements if the knowledge test report or the applicant's response to questions indicates weakness in a given Task.





What is the ACS?

Definition & integration of elements = comprehensive standard

Aeronautical knowledge

Aeronautical decision-making and special emphasis

PTS-based flight proficiency

Task	A. Steep Turns
References	FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-25; POH/AFM; FSB report (type specific)
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with steep turns. <i>Note: See Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations for information related to this Task.</i>
Knowledge	The applicant demonstrates understanding of:
AA.IV.A.K1	Energy management concepts and the purpose of steep turns.
AA.IV.A.K2	Aerodynamics associated with steep turns, to include:
AA.IV.A.K2a	a. Coordinated and uncoordinated flight
AA.IV.A.K2b	b. Overbanking tendencies
AA.IV.A.K2c	c. Maneuvering speed, including the impact of weight changes
AA.IV.A.K2d	d. Load factor and accelerated stalls
AA.IV.A.K2e	e. Rate and radius of turn
Risk Management	The applicant demonstrates the ability to identify, assess, and mitigate risks, encompassing:
AA.IV.A.R1	Spatial disorientation when conducting a steep turn while flying by reference to instruments.
AA.IV.A.R2	Collision hazards, to include aircraft, terrain, obstacles, and wires.
AA.IV.A.R3	Low altitude maneuvering including stall, spin, or CFIT.
AA.IV.A.R4	Distractions, loss of situational awareness, and/or improper task management.
AA.IV.A.R5	Failure to maintain coordinated flight.
Skills	The applicant demonstrates the ability to:
AA.IV.A.S1	Select an entry altitude that will allow the Task to be completed no lower than 3,000 feet above ground level.
AA.IV.A.S2	Establish the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed V _A .
AA.IV.A.S3	Establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°, as specified by the evaluator.
AA.IV.A.S4	Perform the Task in the opposite direction, as specified by the evaluator.
AA.IV.A.S5	Make smooth pitch, bank, and power adjustments as needed.

Know

Consider

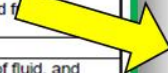
Do



How do I use the ACS?

I. Preflight Preparation

Task	A. Operation of Systems
References	14 CFR part 61; AC 90-117, AC 91.21-1, AC 91-78, AC 120-76; FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-23, FAA-H-8083-25; POH/AFM; Flight Standardization Board (FSB) Report (type specific)
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with airplane systems and their components; and their normal, abnormal, and emergency procedures. <i>Note: See Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations for information related to this Task.</i>
Knowledge	The applicant demonstrates an understanding of:
AA.I.A.K1	Landing gear—extension/retraction system(s), indicators, float devices, brakes, antiskid, tires, nose-wheel steering, and shock absorbers.
AA.I.A.K2	Powerplant—controls and indications, induction system, carburetor and fuel injection, turbocharging, cooling, mounting points, turbine wheels, compressors, deicing, anti-icing, and other related components.
AA.I.A.K3	Propellers—type, controls, feathering/unfeathering, auto-feather, negative torque sensing, synchronizing, synchrophasing, and thrust reverse including uncommanded reverse procedures.
AA.I.A.K4	Fuel system—capacity, drains, pumps, controls, indicators, cross-feeding, transferring, jettison, fuel grade, color and additives, fueling and defueling procedures, and substitutions.
AA.I.A.K5	Oil system—capacity, allowable types of oil, quantities, and indicators.
AA.I.A.K6	Hydraulic system—capacity, pumps, pressure, reservoirs, allowable types of fluid, and regulators.
AA.I.A.K7	Electrical system—alternators, generators, batteries, circuit breakers and protection devices, controls, indicators, and external and auxiliary power sources and ratings.
AA.I.A.K8	Pneumatic and environmental systems—heating, cooling, ventilation, oxygen, pressurization, supply for ice protection systems, controls, indicators, and regulating devices.
AA.I.A.K9	Avionics and communications—autopilot, flight director, Electronic Flight Instrument Systems (EFIS), Flight Management System (FMS), Electronic Flight Bag (EFB), Radar, Inertial Navigation Systems (INS), Global Navigation Satellite System (GNSS), Space-Based Augmentation System (SBAS), Ground-Based Augmentation System (GBAS), ground-based navigation systems and components, transponder, Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out, ADS – Contract (ADS-C), traffic awareness/warning/avoidance systems, terrain awareness/warning/alert systems, communication systems (e.g., data link, UHF/HF/IF, satellite), Controller Pilot Data Link Communication (CPDLC), indicating devices, and emergency locator transmitter.
AA.I.A.K10	Ice protection—anti-ice, de-ice, pitot-static system protection, turbine inlet, propeller, windshield, airfoil surfaces, and other related components.
AA.I.A.K11	Crewmember and passenger equipment—oxygen system, survival gear, emergency exits, evacuation procedures and crew duties, quick donning oxygen mask for crewmembers, passenger oxygen system.
AA.I.A.K12	Flight controls—ailerons, elevator(s), rudder(s), control tabs, control boost/augmentation systems, flaps, spoilers, leading edge devices, speed brakes, stability augmentation system (e.g., yaw damper), and trim systems.
AA.I.A.K13	Pitot-static system with associated instruments and the power source for those flight instruments. Operation and power sources for other flight instruments.
AA.I.A.K14	Fire & smoke detection, protection, and suppression—powerplant, cargo and passenger compartments, lavatory, pneumatic and environmental, electrical/avionics, and batteries (on-aircraft and personal electronic devices).
AA.I.A.K15	Envelope protection—angle of attack warning and protection and speed protection.



I. Preflight Preparation

Task	A. Operation of Systems
AA.I.A.K16	The contents of the POH or AFM with regard to the systems and components in the airplane.
AA.I.A.K17	How to use a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL).
Risk Management	The applicant demonstrates the ability to identify, assess, and mitigate risks, encompassing:
AA.I.A.R1	Failure to detect system malfunctions or failures.
AA.I.A.R2	Improper management of a system failure.
AA.I.A.R3	Failure to monitor and manage automated systems.
AA.I.A.R4	Failure to follow appropriate checklists or procedures.
Skills	For the airplane provided for the practical test, the applicant demonstrates the ability to:
AA.I.A.S1	Explain and describe the operation of the airplane systems and components using correct terminology.
AA.I.A.S2	Recall immediate action items or memory items, if appropriate.
AA.I.A.S3	Identify system or component limitations listed in the POH/AFM.
AA.I.A.S4	Demonstrate or describe, as appropriate, the process for deferring inoperative equipment (e.g., MEL) and using a CDL.
AA.I.A.S5	Comply with operations specifications, management specifications, and letters of authorization, if applicable.
AA.I.A.S6	Through the use of the appropriate checklists and normal and abnormal procedures, demonstrate the proper use of the airplane systems, subsystems, and devices, as determined by the evaluator.

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ACS-The Appendices

- 1: The Knowledge Test, Eligibility, Prerequisites, and Testing Centers
- 2: Knowledge Test Procedures and Tips
- 3: Airman Knowledge Test Report
- 4: The Practical Test-Eligibility and Prerequisites
- 5: Practical Test Roles, Responsibilities, and Outcomes
- 6: Safety of Flight
- 7: Aircraft, Equipment, and Operational Requirements & Limitations
- 8: Use of Flight Simulation Training Devices (FSTD) and Aviation Training Devices (ATD); Airplane Single-Engine, Multiengine Land and Sea
- 9: References
- 10: Abbreviations and Acronyms





ACS-The Appendices

Appendix 1: The Knowledge Test, Eligibility, Prerequisites, and Testing Centers

- Knowledge Test Description
- Knowledge Test Table
- Knowledge Test Blueprint
- English Language Standard
- Knowledge Test Requirements
- Knowledge Test Centers
- Knowledge Test Registration

ACS-The Appendices

Appendix 2: Knowledge Test Procedures and Tips

- Acceptable materials for the knowledge test
- Test tips
- Cheating or other unauthorized conduct
- Testing procedures for applicants requesting special accommodations

ACS-The Appendices

Appendix 4: The Practical Test-Eligibility and Prerequisites

- Here you will find the specific 14 CFR part 61 testing requirements



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ACS-The Appendices

Appendix 5: Practical Test Roles, Responsibilities, and Outcomes

- Applicant, Instructor, and Evaluator Responsibilities
- Possible Outcomes of the Test
- Testing after Discontinuance or Unsatisfactory Performance
- Practical Test Checklist (Applicant)
- Added Ratings Task Tables
- Removal of the “Airplane Multiengine VFR Only” Limitation
- Removal of the “Limited to Center Thrust” Limitation

ACS-The Appendices

Appendix 6: Safety of Flight

- General
- Stall and Spin Awareness
- Use of Checklists
- Use of Distractions
- Positive Exchange of Flight Controls
- Aeronautical Decision-Making, Risk Management, Crew Resource Management, and Single-Pilot Resource Management
- Multiengine Considerations
- Single-Engine Considerations
- High Performance Aircraft Considerations



ACS-The Appendices

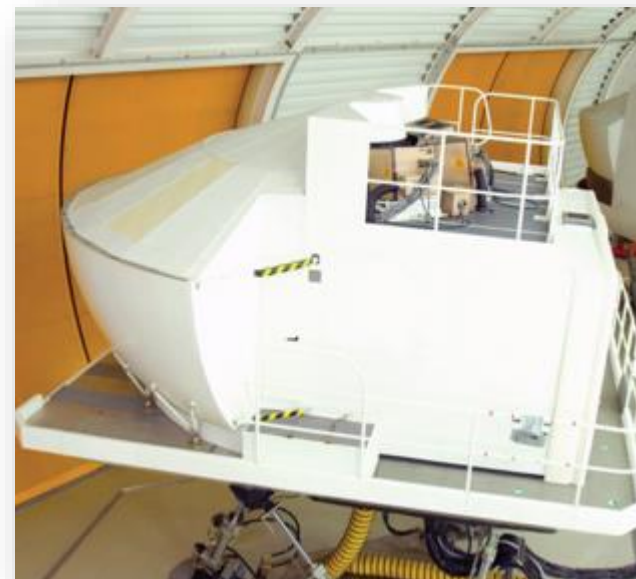
Appendix 7: Aircraft, Equipment, and Operational Requirements & Considerations

- Aircraft Requirements & Limitations
- Operational Requirements, Limitations, & Task Information
 - Performance and Ground Reference Maneuvers
 - Slow Flight and Stall
 - Emergency Operations
 - Multiengine Operations
 - Engine Failure During Flight (by reference to instruments)(AMEL, AMES)
 - Instrument Approach and Landing with an Inoperative Engine (simulated)(by reference to instruments)(AMEL, AMES)

ACS-The Appendices

Appendix 8: Use of Flight Simulation Training Devices (FSTD) and Aviation Training Devices (ATD): Airplane Single-Engine, Multiengine Land and Sea

- Use of FSTD
- Use of ATD
- Credit for time in an FSTD
- Credit for time in an ATD
- Use of an FSTD on a practical test



ACS-The Appendices

Appendix 9: References

This appendix contains all the reference materials that will be found in the Reference Lines of all of the Tasks

Reference	Title
14 CFR part 1	Definitions and Abbreviations
14 CFR part 61	Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 91	General Operating and Flight Rules
14 CFR part 117	Flight and Duty Limitations and Rest Requirements: Flightcrew Members
14 CFR part 121	Domestic, Flag, and Supplemental Operations
14 CFR part 135	Requirements for Commuter and On Demand Operations
14 CFR part 142	Training Centers

ACS-The Appendices

Appendix 10: Abbreviations and Acronyms

We have tried to cover all the abbreviations and acronyms you will find in the document

Abb./Acronym	Definition
14 CFR	Title 14 of the Code of Federal Regulations
AATD	Advanced Aviation Training Device
AC	Advisory Circular
ACS	Airman Certification Standards
ADM	Aeronautical Decision-Making
AELS	Aviation English Language Standard
AFM	Aircraft Flight Manual
AGL	Above Ground Level

Other Testing Information

ACTS Contract

Began on January 13, 2020

- All Applicants must have an FAA Tracking Number (FTN)
- The raised embossed seal is no longer used
- ACS Codes on the appropriate knowledge test reports
- Misplaced test reports



Other Testing Information

ACS Development

There are many more ACSs in development at this time:

- Mechanic for General, Airframe and Powerplant
- Helicopter/Rotorcraft
 - Private, Instrument, Commercial, ATP, and Instructor
- Airplane
 - Flight Instructor
- Powered-Lift
 - Instrument, Commercial, ATP, and Instructor
- Other



Thanks to Aviation Community Partners!

Current and Past Aviation Community Participants:

AOPA	CAPA	Kitty Hawk	RACCA
Airlines for America (A4A)	Dreamworks LTA	L3	Robinson Helicopters
ALPA	ERAU	Leonardo	Savvy Aircraft Maintenance
AnywhereEducation Inc.	FedEx Express	Liberty University	Satcom Direct
AABI	Flight Safety International	Mary Schu Aviation	SAFE
AMFA	GAMA	NATA	Soaring Society of America
Aviation Research Training & Services	Gleim	NAFI	Sportys Academy
ASA	FedEx	NBAA	Terrafugia
ATEC	Florida Institute of Technology	Navy Technologies	UAA
Bell Helicopter	Florida State College	Oxford Flying Club	UND
Boeing	Honeywell	Paul Alp, CFI	
CAE	Jeppesen	Polk State College	
Cessna Pilot Centers	King Schools	Redbird Simulations	

Resources

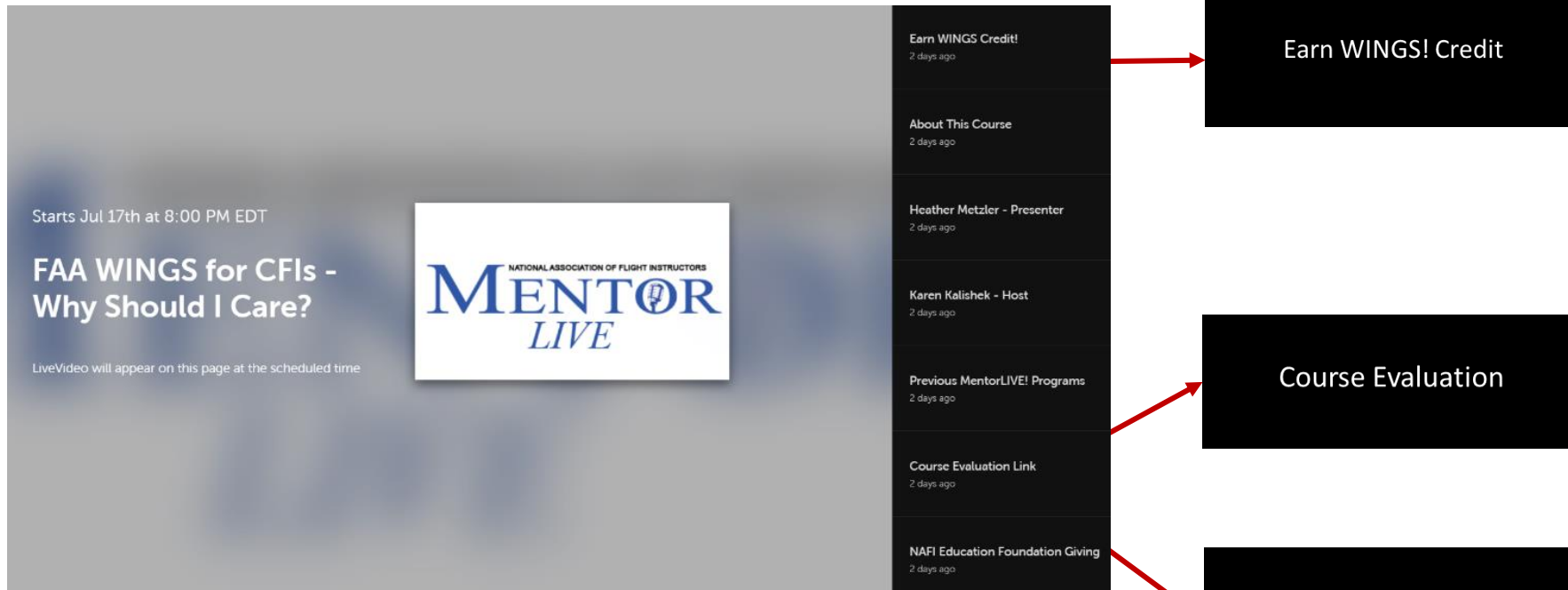
- Airman Testing Webpage:
 - www.faa.gov/training_testing/testing/
 - www.faa.gov/training_testing/testing/acs/
- FAASafety.gov – ALC-449:
 - www.faasafety.gov
- Airman Testing Branch Email:
 - afs630comments@faa.gov

Airmen Certification Standards



Presented by Robert Terry, Airmen Testing
Branch, Aviation Safety Inspector, Operations

LIVE



The screenshot shows a broadcast page for a course titled "FAA WINGS for CFIs - Why Should I Care?". The page includes a schedule, a "MentorLIVE" logo, and a sidebar with several links. Red arrows point from the sidebar links to callout boxes on the right:

- Earn WINGS Credit!** (2 days ago) points to a box labeled "Earn WINGS! Credit".
- About This Course** (2 days ago) points to a box labeled "Course Evaluation".
- Heather Metzler - Presenter** (2 days ago) points to a box labeled "Course Evaluation".
- Karen Kalishek - Host** (2 days ago) points to a box labeled "Course Evaluation".
- Previous MentorLIVE! Programs** (2 days ago) points to a box labeled "Course Evaluation".
- Course Evaluation Link** (2 days ago) points to a box labeled "Course Evaluation".
- NAFI Education Foundation Giving** (2 days ago) points to a box labeled "NAFI Educational Foundation Giving".

Broadcast Page

LIVE

Save the Date!

***Join us for next month's MentorLIVE, December
16th at 8:00 p.m. ET***



***Leveraging Simulation
for Instructor
Onboarding and
Standardization***

***Presented by Josh Harnagel
CFI, CFI-I, MEI***

Redbird Flight Simulations VP of Marketing

LIVE

Thanks for Watching!

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