Greetings Everyone,

The FAA is in the process of revising the Airman Certification Standards. They are presently field testing the draft of the Airman Certification Standards for Private Pilot – Airplane. This is being done in the Orlando (FL) FSDO in conjunction with Embry-Riddle Air University.

The standards are expected to be finalized in December 2015 or January 2016. After that, the FAA will revise the standards for Commercial Pilot, Instrument Pilot, and Flight Instructor.

The objective of the new standards for Private Pilot – Airplane is to establish clear linkages between the Private Pilot Knowledge Test, Private Pilot Practical Test tasks, and Risk Management. Among other things, obsolete technology such as NDB’s will be removed from the Knowledge Test and replaced with contemporary technology such as GPS. The FAA will most likely also revise some of the associated handbooks.

The ***Draft*** Airman Certification Standards for Private Pilot – Airplane can be found at either of the links below:

* <http://www.faa.gov/training_testing/testing/media/private_airplane_acs.pdf>
* <http://williamjdoylejr.net/FAAST/ACS/private_airplane_acs.pdf>

The PowerPoint Presentation at the link below provides additional information on the new standards. It particularly provides information on the rationale and the desired outcomes. In my opinion, it will give CAP CFI’s a good perspective on where the FAA is going with Airman Certification as well as how these changes will impact the pilots they train.

* <http://williamjdoylejr.net/FAAST/ACS/ACS_2015-08-18_Tweaked.ppt>

These new standards will initially impact student pilots and the CFI’s giving primary flight training. Eventually, CAP NHQ will revise CAPR 60-1 and the CAPF-5 Airplane check ride. As the FAA revises the standards for Commercial Pilot, Instrument Pilot, and Flight Instructor, CAP NHQ will provide additional changes to CAPR 60-1 and the CAPF-5 Airplane check ride. As this happens, all CAP pilots, instructors, and check pilots will be impacted.

On a slightly different but somewhat related note, I recently developed an FAA Safety Seminar on Single Pilot Resource Management. The seminar discusses what resources are available to pilots as well as how pilots can manage them. It also looks at Aeronautical Decision Making (ADM) and some techniques to help with ADM such as PAVE, the 5P’s, and IMSAFE. The seminar also discusses Risk Management, looking at Personal Minimums as well as some techniques for Risk Assessment.

The seminar can be found at the link below:

* <http://williamjdoylejr.net/FAAST/SRM/Single_Pilot.ppt>

The seminar is scheduled for the following dates and locations:

* 12 SEP 2015 (SAT) – Doylestown Airport – Pancake Breakfast at 0830; Seminar at 1000.
* 20 OCT 2015 (TUE) – PNE Jet Center – upstairs conference room at 1900.
* 10 DEC 2015 (THU) – Flying W at 1900.

Lastly, don’t forget about the FAA Wings Program. The links below provide information on how CAP Pilots and CAP Check Pilots can use the FAA Wings Program for maximum advantage.

* <http://williamjdoylejr.net/FAA_Wings/How_to_Get_FAA_Wings_Credit_for_Your_CAPF5.pdf>
* <http://williamjdoylejr.net/FAA_Wings/How_CFIs_Can_Use_the_FAA_Wings_Program_to_Renew_CFI_Certificates.pdf>