

ACS AREA VIII — POSTFLIGHT, PROFICIENCY, AND MIXED SCENARIOS

Sessions 79–81

The last area of the checkride is also, in a sense, the whole of it. The instrument rating is not a license to fly once through the procedures under examination; it is a commitment to remain capable of flying them, in actual conditions, long after the checkride is over. Area VIII closes the oral with the two things that make that commitment real — the discipline of what a pilot does after the flight and between flights, and the integration of everything the rating has covered into a single, coherent picture.

These three sessions do that work. Session 79 covers postflight, currency, and proficiency: the §61.57 instrument experience requirements, the instrument proficiency check, the distinction between being legally current and being genuinely proficient, and the recordkeeping and self-assessment habits that keep an instrument pilot safe over time. Sessions 80 and 81 are the capstones of the entire book — two full mixed scenarios that thread a complete IFR flight from one end to the other. Session 80 runs the flight from preflight planning and weather through the departure, en route, and approach phases, the way a checkride scenario builds. Session 81 stresses the same flight with the systems, weather, and emergency contingencies that test whether a pilot can integrate judgment across every area at once.

Two ideas close the rating. First, currency is a floor, not a ceiling: meeting the legal experience requirements keeps a certificate valid, but proficiency — the honest, ongoing ability to fly to standards in the conditions actually faced — is what keeps a pilot alive, and the two are not the same thing. Second, instrument flying is integrative: weather, planning, clearances, navigation, approaches, and emergencies are never encountered in isolation but as a single continuous flight in which each decision shapes the next. The mixed scenarios are where that integration is finally tested.

Work these last sessions as the synthesis they are. Fly the full scenarios in your mind from the first weather check to the final taxi in, and return to any chapter where the thread does not hold together with certainty.

SESSION 79: POSTFLIGHT — EQUIPMENT CHECKS, FLIGHT LOGGING, AND IPC REQUIREMENTS

1. After an IFR flight, the pilot's postflight responsibilities include:
 - A. Filing a new flight plan
 - B. Securing the aircraft and noting/reporting any equipment discrepancies discovered during the flight
 - C. Renewing the medical
 - D. Logging the alternate

2. An avionics or instrument discrepancy noticed in flight should be:
 - A. Ignored if minor
 - B. Fixed by the pilot
 - C. Documented (e.g., a squawk/write-up) so it is addressed before the next IFR flight
 - D. Reported only at the annual

3. Recording a discrepancy after the flight matters because:
 - A. It is required for VFR
 - B. It logs the flight time
 - C. The next pilot (or the same pilot) must know the equipment status before relying on it under IFR
 - D. It renews currency

4. Under 14 CFR §61.57(c), to act as PIC under IFR (or in less-than-VFR conditions), within the preceding 6 calendar months the pilot must have performed and logged certain instrument experience. This experience must be in:

- A. Any aircraft
- B. A simulator only
- C. VFR conditions
- D. The appropriate category of aircraft (or an approved FFS/FTD/ATD), in actual or simulated instrument conditions

5. The §61.57(c) recent instrument experience requires, within the preceding 6 calendar months:

- A. Six instrument approaches, holding procedures and tasks, and intercepting and tracking courses using navigation systems
- B. One approach only
- C. A flight review
- D. A medical exam

6. The "six approaches, holding, and intercepting/tracking" items are often remembered by the mnemonic:

- A. "6 HITS" (6 approaches, Holding, Intercepting, Tracking)
- B. "GRABCARD"
- C. "AVEF"
- D. "ARROW"

7. The instrument experience must be accomplished in:

- A. VFR only
- B. Actual or simulated instrument conditions
- C. Day VFR only
- D. Night only

8. If a pilot does not meet the recent instrument experience within the preceding 6 calendar months, under §61.57(d) the pilot then has:

- A. No further opportunity; the rating is lost
- B. 12 months to requalify
- C. 30 days
- D. An additional 6 calendar months (a grace period) to regain currency by performing the required tasks

9. During this grace period (months 7 through 12 since currency lapsed), the pilot may regain currency by:

- A. Taking a written test
- B. Flying VFR only
- C. Renewing the medical
- D. Performing the required instrument experience (the 6/HITS tasks), but not acting as PIC under IFR until current

10. If more than 12 calendar months have elapsed since the pilot last met the instrument experience requirements, the pilot must:

- A. Retake the instrument knowledge test
- B. Complete an Instrument Proficiency Check (IPC) to regain instrument currency
- C. Fly with a safety pilot only
- D. Wait another 6 months

11. An Instrument Proficiency Check (IPC) must be administered by an authorized person, such as:

- A. Any pilot
- B. A safety pilot
- C. The aircraft owner

D. A CFII, examiner, or other authorized evaluator

12. The IPC consists of:

A. The tasks/areas of operation specified in the instrument rating ACS for an IPC

B. A written test only

C. A medical exam

D. An open-book quiz

13. To use a safety pilot to log simulated instrument time in VMC, the safety pilot must:

A. Be a CFII

B. Hold an instrument rating

C. Possess at least a private pilot certificate with the appropriate category/class rating and have adequate vision, with a functioning dual-control aircraft

D. Be a DPE

14. When logging an instrument approach for currency, the approach must generally be:

A. Flown in VFR with no view-limiting device

B. A circling approach only

C. Logged without conditions

D. Flown in actual or simulated instrument conditions (or per current FAA guidance, to the minimums of the procedure)

15. Logging the required instrument experience should record:

A. The date, type of approach/task, conditions (actual/simulated), and location, as applicable

B. Only the total time

- C. Only the route
- D. Only the fuel used

16. "Currency" under §61.57 refers to:

- A. The legal recency-of-experience requirements to exercise IFR privileges
- B. The pilot's skill level
- C. The aircraft's airworthiness
- D. The weather minimums

17. "Proficiency," by contrast, refers to:

- A. The legal minimums
- B. The aircraft inspection status
- C. The pilot's actual skill and competence to fly safely to standards in the conditions encountered
- D. The medical certificate

18. A pilot can be legally current but not proficient, which means:

- A. The pilot is always safe
- B. Currency guarantees proficiency
- C. Meeting the recency requirements does not by itself ensure the pilot can safely handle the intended flight
- D. Proficiency is irrelevant

19. A prudent pilot who is legally current but has not flown IFR recently should:

- A. Fly in the worst weather to practice
- B. Disregard proficiency

- C. Assume full proficiency
- D. Self-assess and, if needed, practice or fly with an instructor before challenging conditions

20. An IPC can also serve to:

- A. Renew the medical
- B. Re-establish both currency and proficiency, and is a good tool for a rusty instrument pilot
- C. Replace the flight review entirely in all cases
- D. Log VFR time

21. The aircraft's IFR airworthiness for the next flight depends in part on:

- A. The pilot's currency
- B. Required inspections being current (e.g., the §91.411 altimeter/static system and §91.413 transponder checks) and equipment being operative
- C. The weather
- D. The flight plan

22. The §91.411 altimeter and static system test and the §91.413 transponder test are required:

- A. Annually
- B. Every 12 months
- C. Within the preceding 24 calendar months for IFR/controlled-airspace operations
- D. Every 6 months

23. A pilot reviewing the aircraft logbooks before IFR flight is confirming:

- A. The pilot's currency

B. That required inspections (annual, altimeter/static, transponder, etc.) and any AD compliance are current

C. The weather

D. The route

24. Honest self-assessment of proficiency uses tools such as:

A. A personal minimums checklist and an honest review of recent experience and currency

B. The aircraft logbook only

C. The weather forecast only

D. The flight plan only

25. The fundamental principle of postflight, logging, and currency/proficiency is that the pilot must:

A. Treat currency as sufficient for any flight

B. Address equipment discrepancies, log the required experience accurately, maintain both legal currency and genuine proficiency, and use the IPC when currency lapses or skills are rusty

C. Disregard proficiency once current

D. Log only the total flight time

ANSWER KEY & EXPLANATIONS – SESSION 79

1. B. Secure/note discrepancies — Postflight responsibilities include securing the aircraft and noting/reporting any equipment discrepancies discovered during the flight.

2. C. Document the squawk — An in-flight discrepancy should be documented so it is addressed before the next IFR flight.

3. C. Next pilot must know — Recording a discrepancy matters because the next pilot (or the same pilot) must know the equipment status before relying on it under IFR.
4. D. Appropriate category/conditions — The §61.57(c) experience must be in the appropriate category of aircraft (or an approved FFS/FTD/ATD), in actual or simulated instrument conditions.
5. A. 6 approaches/holding/track — The §61.57(c) experience requires, within the preceding 6 calendar months, six instrument approaches, holding procedures, and intercepting and tracking courses.
6. A. 6 HITS — The items are remembered by "6 HITS" (6 approaches, Holding, Intercepting, Tracking).
7. B. Actual or simulated — The instrument experience must be accomplished in actual or simulated instrument conditions.
8. D. Additional 6 months — Not meeting the experience within 6 calendar months gives the pilot an additional 6 calendar months (a grace period) to regain currency.
9. D. Perform tasks, not PIC IFR — During the grace period, the pilot regains currency by performing the required tasks but may not act as PIC under IFR until current.
10. B. IPC required — After more than 12 calendar months, the pilot must complete an Instrument Proficiency Check to regain instrument currency.
11. D. CFII/examiner — An IPC must be administered by an authorized person, such as a CFII, examiner, or other authorized evaluator.
12. A. ACS IPC tasks — The IPC consists of the tasks/areas of operation specified in the instrument rating ACS for an IPC.
13. C. Private + category/class — A safety pilot must hold at least a private pilot certificate with the appropriate category/class rating, have adequate vision, and the aircraft must have dual controls.

14. D. Actual/simulated to minimums — A logged instrument approach for currency must generally be flown in actual or simulated instrument conditions (per current FAA guidance, to the minimums of the procedure).

15. A. Date/task/conditions/location — Logging the required experience should record the date, type of approach/task, conditions, and location, as applicable.

16. A. Recency requirements — "Currency" refers to the legal recency-of-experience requirements to exercise IFR privileges.

17. C. Actual skill — "Proficiency" refers to the pilot's actual skill and competence to fly safely to standards.

18. C. Current \neq safe — A pilot can be legally current but not proficient, meaning meeting the recency requirements does not by itself ensure the pilot can safely handle the intended flight.

19. D. Self-assess/practice — A current-but-rusty pilot should self-assess and, if needed, practice or fly with an instructor before challenging conditions.

20. B. Re-establish both — An IPC can re-establish both currency and proficiency and is a good tool for a rusty instrument pilot.

21. B. Inspections/equipment — The aircraft's IFR airworthiness depends in part on required inspections being current (§91.411/§91.413) and equipment being operative.

22. C. 24 calendar months — The §91.411 and §91.413 tests are required within the preceding 24 calendar months.

23. B. Inspections/AD current — Reviewing the aircraft logbooks confirms that required inspections and any AD compliance are current.

24. A. Personal minimums — Honest self-assessment uses tools such as a personal minimums checklist and an honest review of recent experience and currency.

25. B. Address/log/maintain/IPC — The fundamental principle is to address equipment discrepancies, log the required experience accurately, maintain both legal currency and genuine proficiency, and use the IPC when currency lapses or skills are rusty.