



# Update to Flight Instructor Practical Test Standards for Rotorcraft (Helicopter & Gyroplane) May 2018

This update makes the Flight Instructor Practical Test Standards for Rotorcraft (Helicopter & Gyroplane) (FAA-S-8081-7B) current for all regulatory and procedural changes, including Change 1 (released 03/22/16), Change 2 (released 05/23/16) and Change 3 (released 07/26/16).

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## Change 1 (3/22/2016)

- Removed Note from the “Aircraft and Equipment Required for the Practical Test” section of the Introduction which stated “A touchdown autorotation is a required Task for the flight instructor - helicopter practical test.” (page 8).
- Added the “Performance of Autorotations” section to Introduction (pages 10 and 11). See “Change 2” below for full, revised text.
- Added the following Note to Area of Operation X: Performance Maneuvers in Section 1 (page 1-37).  
*Note: See paragraph titled Performance of Autorotations in the Introduction section for detailed information.*

## Change 2 (5/23/2016)

- Revised “Performance of Autorotations” section in Introduction (pages 10 and 11) to read:

### ***Performance of Autorotations***

Instructional knowledge must be demonstrated on the practical test in autorotations, either straight-in or 180°, as per Area of Operation X for a helicopter class rating.

An examiner may accept, at his or her discretion, a logbook endorsement in lieu of demonstrating the touchdown portion of these tasks during the practical test. This logbook endorsement must be given by a current flight instructor who meets the requirements of 14 CFR part 61, section 61.195(h)(2) with a rotorcraft category and helicopter class rating on his or her flight instructor certificate that provided the training and can attest to the applicant’s competence in these tasks. The following areas must be trained, and documented in the endorsement, as evidence of instructional knowledge relating to the elements, common errors, performance, and correction of common errors related to straight-in and 180° autorotations.

This logbook endorsement may be accepted, at the discretion of the examiner, provided the practical test is not a retest as a result of the applicant failing the previous practical test for deficiencies in instructional knowledge pertaining to the elements, common errors, performance, or correction of common errors related to straight-in or 180° autorotations. In this scenario, the examiner is not authorized to accept the endorsement outlined above. The applicant must provide a helicopter appropriate for performing autorotations if demonstration of this task is required during the retest.

## Change 3 (7/26/2016)

- Added the following Note to Section 1, Area of Operation XI, Task B, Power Failure at Altitude (page 1-41):  
*Note: Simulated power failure at altitude must be given over areas where actual touchdowns can safely be completed in the event of an actual powerplant failure.*