

	Area of Operations / Tasks	PVT	COMM	CFI-G	Numeric limits Private	Commercial (if different)
<b>I</b>	<b>FUNDAMENTALS of INSTRUCTING (initial only)</b>			X		
A	The Learning Process			X		
B	Human Behavior			X		
C	The Teaching Process			X		
D	Teaching Methods			X		
E	Critique and Evaluation			X		
F	Flight Instructor Characteristics and Responsibilities			X		
G	Planning Instructional Activity			X		
<b>II</b>	<b>TECHNICAL SUBJECT AREAS</b>					
A	Aeromedical Factors			X		
B	Visual Scanning and Collision Avoidance			X		
C	Use of Distractions During Flight Training			X		
D	Principles of Flight			X		
E	Elevators, Ailerons, and Rudder			X		
F	Trim, Lift, and Drag Devices			X		
G	Glider Weight and Balance			X		
H	Navigation and Flight Planning			X		
I	Regulations and Publications			X		
J	National Airspace System			X		
K	Logbook Entries and Certificate Endorsements			X		
<b>I</b>	<b>PREFLIGHT PREPARATION</b>					
A	Certificates and Documents	X	X	X		
B	Weather Information	X	X	X		
C	Operation of Systems	X	X	X		
D	Performance Limitations	X	X	X		
E	Aeromedical Factors	X	X			
<b>IV</b>	<b>PREFLIGHT LESSON ON A MANEUVER TO BE PERFORMED IN FLIGHT (initial only)</b>					
	Maneuver Lesson			X		
<b>II</b>	<b>PREFLIGHT PROCEDURES</b>					
A	Assembly	X	X	X		
B	Ground Handling	X	X	X		
C	Preflight Inspection	X	X	X		
D	Cockpit Management	X	X	X		

E	Visual Signals	X	X	X	
<b>III</b>	<b>AIRPORT AND GLIDERPORT</b>				
A	Radio Communications (and Light Signals)	X	X	X	
B	Traffic Patterns	X	X	X	<45 degrees of bank
C	Airport, Runway and Taxiway Signs, Markings and Lighting	X	X	X	
<b>IV (VII)</b>	<b>LAUNCHES AND LANDINGS</b>				
	<b>AERO TOW</b>				
A	Before Takeoff Check	X	X	X	
B	Normal and Crosswind Takeoff	X	X	X	
C	Maintaining Tow Positions	X	X	X	
D	Slack Line	X	X	X	
E	Boxing the Wake	X	X	X	
F	Tow Release	X	X	X	
G	Abnormal Occurrences	X	X	X	
	<b>GROUND TOW (Auto or Winch)</b>				
H	Before Takeoff Check	X	X	X	
I	Normal and Crosswind Takeoff	X	X	X	
J	Abnormal Occurrences	X	X	X	
	<b>SELF-LAUNCH</b>				
K	Engine Starting	X	X	X	
L	Taxiing	X	X	X	
M	Before Takeoff Check	X	X	X	
N	Normal and Crosswind Takeoff and Climb	X	X	X	Climb airspeed +10/-5 knots
O	Engine Shutdown in Flight	X	X	X	
(P)	Engine Restart in Flight			X	
P (Q)	Abnormal Occurrences	X	X	X	
	<b>LANDINGS</b>				
Q	Normal and Crosswind Landing				Approach speed +10/-5 knots. Touchdown in landing area stop with 200' from the end
		X	X	X	Approach speed +5knots, stop within 100'
R	Slips to Landing	X	X	X	
S	Downwind Landing	X	X	X	Approach speed +5 knots
<b>V (IX)</b>	<b>PERFORMANCE AIRSPEEDS</b>				
A	Minimum Sink Airspeed	X	X	X	Maintain +5 knots
B	Speed-To-Fly	X	X	X	Maintain +5 knots

<b>VI (X)</b>	<b>SOARING TECHNIQUES</b>					
A	Thermal Soaring	X	X	X		
B	Ridge and Slope Soaring	X	X	X		
C	Wave Soaring	X	X	X		
<b>VII</b>	<b>PERFORMANCE MANEUVERS</b>					
<b>(VIII)</b>	<b>CFIG FUNDAMENTALS OF FLIGHT</b>					
A	Straight Glides	X	X	X	Heading +10 degrees airspeed +10 knots	Airspeed +5 knots
B	Turns to Headings	X	X	X	Heading +10 degrees airspeed +10 knots	Airspeed +5 knots
C(A)	Steep Turns				Angle of bank 45 degrees + 5 degrees,	Airspeed +5 knots
					airspeed +10 knots, recovery heading +10	
		X	X	X	degrees	
(B)	Recovery From A Spiral Dive			X		
<b>(IX)</b>	<b>PERFORMANCE AIRSPEEDS</b>					
A	Minimum Sink Airspeed			X		
B	Speed-to-Fly			X		
<b>VIII</b>	<b>NAVIGATION</b>					
A	Flight Preparation and Planning	X	X			
B	National Airspace System	X	X			
<b>IX (XII)</b>	<b>SLOW FLIGHT AND STALLS (And Spins)</b>					
A	Maneuvering at Minimum Control Airspeed				Heading +10 degrees, bank angle +10	Bank angle +5 degrees
		X	X	X	degrees	
B	Stall Recognition and Recovery				Above 1500' AGL, bank angle up to 15	Bank angle +5 degrees
		X	X	X	degrees +10 degrees	
(C)	Spins (initial only)			X		
<b>X (XIII)</b>	<b>EMERGENCY OPERATIONS</b>					
A	Simulated Off-Airport Landing	X	X	X		
B	Emergency Equipment and Survival Gear	X	X	X		
<b>XI (XIV)</b>	<b>POST FLIGHT PROCEDURES</b>					
	After-Landing and Securing	X	X	X		