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of Transportation**
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Administration

Advisory Circular

Subject: Currency Requirements and
Guidance for the Flight Review and
Instrument Proficiency Check

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Change:

This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.56 and the recent flight experience requirements of § 61.57. This AC is directed to General Aviation (GA) pilots and to certificated flight instructors (CFI). This AC does not apply to training programs or proficiency checks conducted pursuant to 14 CFR part 121 or 135, nor to curriculums approved pursuant to 14 CFR part 142.

A handwritten signature in cursive script, reading "John S. Duncan".

John S. Duncan
Director, Flight Standards Service

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CHAPTER 1. GENERAL

1-1. PURPOSE. This advisory circular (AC) provides information for certificated pilots who wish to maintain currency and flight instructors for flight reviews required by Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.56 and the recent flight experience requirements of § 61.57.

1-2. CANCELLATION. This AC cancels AC 61-98B, Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check, dated April 30, 2012.

1-3. RELATED CFR SECTIONS:

- Section 61.189, Flight instructor records.
- Section 61.193, Flight instructor privileges.
- Section 61.195, Flight instructor limitations and qualifications.
- Section 61.413, What are the privileges of my flight instructor certificate with a sport pilot rating?
- Section 61.415, What are the limits of a flight instructor certificate with a sport pilot rating?

1-4. RELATED READING MATERIALS. Flight instructors, and airmen under review, should reference practical test standards (PTS), or equivalent, document(s) appropriate to the certificates and ratings held by the pilot seeking a flight review or instrument proficiency check (IPC) prior to the review. You can find additional information in the current editions of:

- Aeronautical Information Manual (AIM), Official Guide to Basic Flight Information and ATC Procedures;
- FAA-H-8083-3, Airplane Flying Handbook;
- FAA-H-8083-15, Instrument Flying Handbook;
- Information for Operators (InFO), InFO 15012, Logging Instrument Approach Procedures (IAP), September 8, 2015;
- AC 61-65, Certification: Pilots and Flight and Ground Instructors;
- AC 61-89, Pilot Certificates: Aircraft Type Ratings, (guidance on advanced training criteria, pilot certificates, aircraft type ratings, may also be appropriate if the aircraft being used requires a type rating);
- AC 91-73, Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations; and
- The Federal Aviation Administration (FAA), commercial sources, and industry associations such as the Aircraft Owners and Pilots Association (AOPA), the Experimental Aircraft Association (EAA), the General Aviation Manufacturer's Association (GAMA), and the Society of Aviation and Flight Educators (SAFE) make many additional sources of media on pilot currency and qualification available.

1-5. BACKGROUND.

a. Regulatory Review. In 1997, the FAA initiated a major regulatory review and update of 14 CFR parts 61 and 141 to ensure that these regulations conformed to the then current

technological and operational environment and to address future pilot certification needs. This version of AC 61-98 addresses changes in technology and the operational environment, and their impact on recurrent training and proficiency checks. Edits to this AC, since the original version, have expanded the scope to include recent flight experience and instrument proficiency checks.

NOTE: The FAA no longer uses the term Biennial Flight Review. This term implied that pilots only needed currency training once every 24 calendar-months. The FAA encourages currency training as often as appropriate to a pilot's individual needs. Consequently, the FAA now uses the term Flight Review.

b. GA Pilots. The FAA supports initiatives designed to encourage voluntary compliance with existing regulations and to maintain and further improve the GA safety record with a minimum of new regulations. As a result, the FAA has determined that updated advisory guidance is necessary with respect to the currency, proficiency, and qualification needs of GA pilots. The guidance contained in this version of AC 61-98 provides such information and accomplishes the goals of the personal currency program, flight review, and IPC.

c. Reducing GA Accidents. The FAA added important GAJSC (see chapter 2.1) findings and recommendations to AC 61-98 pertaining to GA accidents.

(1) GA pilots should become aware of this information and apply it to their personal currency program action plans.

(2) CFIs should apply this information to their training and evaluation action plans.

1-6. ENGLISH PROFICIENCY.

a. English Language Proficiency Requirements. English language proficiency (ELP) directly affects safety of flight. Regulations require pilots to meet and maintain ELP standards for all grades of pilot certificates issued under part 61. When a CFI conducts a flight evaluation and/or flight training, the CFI should identify any pilot that is not ELP and take appropriate action. The current edition of AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65, provides information and guidance regarding English language standards required by part 61.

b. CFI Evaluation. The IPC and the flight review are both evaluations of a pilot's ability to conduct safe flight. Safety-related issues concerning language barriers to communications may arise if a pilot does not meet ELP standards. A CFI should continually evaluate the pilot's ELP during any flight evaluation or training that he or she conducts.

c. CFI Determination. A CFI conducting a flight review or IPC should not endorse the evaluation as satisfactorily completed if he or she determines that the pilot under review has not demonstrated ELP. When a pilot has not accomplished a flight review satisfactorily, the evaluating instructor should endorse the pilot's logbook to indicate only the training received (as is the case with any unsuccessful flight review). There is no provision in the regulation for the failure of a flight review; therefore, there should be no logbook endorsement reflecting a failure. In the event the flight review is not successful due to the CFI's doubt of ELP, the CFI should

provide a logbook entry for training received, advise the pilot of the CFI's finding, and notify his or her local Flight Standards District Office (FSDO) for further action.

d. FSDO Evaluation. The FAA does not expect a CFI to be responsible for a conclusive evaluation of an airman's ELP. If a CFI questions the ELP of an airman under evaluation, then the local FSDO should be notified to make the determination.

1-7. PERSONAL CURRENCY PROGRAM.

a. Currency Criteria. Pilots should design a currency program tailored to their individual operating environments and needs. In some cases, pilots may integrate currency criteria with normal operations to reduce the need for separate currency flights. For example, pilots could incorporate additional takeoffs and landings or specialized takeoffs and landings such as short or soft field into a previously-scheduled flight. In most cases, pilots should consider the need for currency beyond that specified by the 14 CFR.

b. FAA Safety Team (FAASTeam). The FAA strongly encourages pilots to participate in the FAASTeam's Pilot Proficiency Program (WINGS), which includes numerous forms of training media such as online programs and recommended topics for pilots to review with CFIs. Additionally, the FAASTeam conducts safety seminars, which are open to the public.

c. Aviation Publications and Commercially Developed Materials. Pilots should also explore the wide range of publications and other commercially developed materials available for use in personal currency programs. To ensure staying up to date in regulatory changes and flying techniques, the FAA also encourages pilots to read aviation periodicals on a regular basis.

d. Additional Sources for Developing a Personal Currency Program. For assistance in developing a personal currency program, pilots may consult a wide variety of sources. These sources include:

- Pilot examiners,
- Pilot schools,
- Individual CFIs,
- FAASTeam Program Managers, and
- FAASTeam representatives.

NOTE: For information on local sources, pilots should contact their FAASTeam Program Manager at the nearest FAA FSDO. You can find your local FAASTeam Program Manager in the FAASTeam Online Directory at <https://faasafety.gov/FAASTApp/directory/default.aspx>. You can find your local FSDO online at http://www.faa.gov/about/office_org/field_offices/fsdo/. You can find FAASTeam Activities, Courses, Seminars & Webinars, plus other free FAA resources online at <http://www.faasafety.gov/>.

1-8. AIRMAN CERTIFICATE AND/OR RATING APPLICATION.

a. Revised Airman Application Form. The FAA frequently updates FAA Form 8710-1, Airman Certificate and/or Rating Application, to meet the needs of the airmen certification process and the aviation community. CFIs, pilots, and stakeholders should note that the latest Form 8710-1 contains enhancements that include a new field for a flight review and another for IPC.

b. Flight Review and IPC. When a pilot satisfactorily completes a flight review or IPC, the applicant should provide, and the evaluating CFI should submit, a completed Form 8710-1 to the Airmen Certification Branch (AFS-760). The FAA does not require Form 8710-1 for a pilot's flight review or IPC; however, the FAA strongly encourages all applicants and CFIs to follow this recommendation. An airman certificate application updates a pilot's FAA record. Pilots should ensure that their data is current because up-to-date records benefit everyone. For example, a pilot's total flight time and aeronautical experience determines insurance premiums. If a pilot loses his or her logbook, an FAA record is on file and available. Nevertheless, submitting Form 8710-1 for a flight review or IPC is optional.

c. Preferred Method. The preferred method for submitting an Airman Certificate and/or Rating Application is through the Integrated Airman Certification and Rating Application (IACRA) system. The FAA did not have the IACRA system updated at the time of this publication; but the latest Form 8710-1 iteration will soon be available in IACRA. IACRA is the web-based certification/rating application that guides the user through the FAA's airman application process. IACRA validates data. It also uses electronic signatures to protect the information's integrity and eliminates paper forms.

- You can find the IACRA homepage at <https://iacra.faa.gov/iacra/>.
- You can find FAA Form 8710-1 online at <http://www.faa.gov/forms/>.

CHAPTER 2. REDUCING GENERAL AVIATION ACCIDENTS

2-1. GENERAL AVIATION (GA) ACCIDENTS. The General Aviation Joint Steering Committee (GAJSC) is the primary vehicle for government-industry cooperation, communication, and coordination on GA accident reduction. GAJSC findings reveal common pilot errors; while GAJSC recommendations provide mitigation strategies to reduce GA fatalities. Pilots and CFIs should apply GAJSC findings and recommendations to their action plans as they pertain to personal currency programs, pilot proficiency training, flight reviews, and instrument proficiency checks (IPC). For these reasons, the FAA encourages pilots and CFIs to keep informed with GAJSC findings and recommendations. You can find additional information about the GAJSC online at the following web address: <http://www.gajsc.org/>.

a. Loss of Control (LOC). The GAJSC cites LOC as one of the six most critical and common causes of GA accidents. Further, LOC was the number one cause of GA fatalities from 2001 through 2010. LOC refers to aircraft accidents that result from situations in which a pilot should have maintained (or should have regained) aircraft control, but failed to do so. The FAA reminds pilots and CFIs to regularly evaluate (and elevate) skills to avoid, recognize, and recover from emergencies such as LOC.

NOTE: Future updates to this AC may address other causes of GA accidents, including aeronautical decision-making (ADM), weather (WX), controlled flight into terrain (CFIT), runway incursions, and system failure.

b. Pilot Proficiency. Studies have shown that LOC usually occurs when pilots lack proficiency. Conditions exceeding personal skill limitations can present themselves at any time. In this event, the pilot should be able to exercise skills at a proficiency level he or she may not have maintained or attained since initial training. This makes personal currency programs and proficiency training important. Personal currency programs serve to develop and maintain pilot proficiency by promoting attributes such as aeronautical knowledge, aeronautical skill, and ADM. These attributes collectively determine the degree of aeronautical ability a pilot possesses. Pilot proficiency pays off because a highly proficient pilot increases the safety of flight by avoiding or managing an inflight emergency. The GAJSC recommends that pilots place emphasis focused on their specific proficiency needs by including training that may exceed regulatory minimum currency requirements.

c. Traffic Pattern Operations. One area where pilots have experienced LOC is while maneuvering in an airport traffic pattern. Pilots should adopt, and CFIs should promote, training programs designed to reduce the risk of GA accidents in traffic pattern operations. CFIs should provide training to mitigate three potential areas of risk involving maneuvering an airplane in an airport traffic pattern. The first area is the risk of a departure stall; the second area is the risk of LOC if attempting to return to the field after an engine failure on takeoff; and the third area is the risk of LOC on the base to final turn. CFIs should emphasize training that ensures that pilots of small single-engine aircraft depart in coordinated flight at the best-rate-of-climb speed (V_Y) for normal takeoffs, and maintain this speed to the altitude necessary for a safe return to the airport in the event of an emergency. CFIs should train pilots of single-engine airplanes not to return to the field after an engine failure unless altitude and best glide requirements permit. Accordingly, CFIs should provide training that emphasizes the correct speeds at which light twin-piston

aircraft depart the runway. CFIs should emphasize that a departure at best-angle-of-climb speed (V_X) is used for obstacle clearance and short field takeoff procedures. CFIs should emphasize the consequences of climbing out at speeds less or greater than what is required for a particular type of takeoff. CFIs should also teach pilots to reject an approach and initiate a go-around when the pilot cannot maintain a stabilized approach. The GAJSC recommends that pilots and CFIs emphasize stabilized approach and landing proficiency and conduct stabilized approaches as a standard practice. Flight reviews and IPCs should emphasize evaluating a pilot's ADM, departure skills, and ability to establish and maintain a stabilized approach and landing, while applying effective crosswind techniques to avoid the risk of LOC when maneuvering in an airport traffic pattern. Effective scenario-based training emphasizing ADM, departures, and establishing and maintaining a stabilized approach to a landing reduces the risk of LOC in an airport traffic pattern.

d. Criteria for Stabilized Approaches Conducted in GA Airplanes. Under most circumstances, the airplane must be stabilized by 1,000 feet above airport elevation in instrument meteorological conditions (IMC) and by 500 feet above airport elevation during straight-in approaches in visual meteorological conditions (VMC). Pilots must monitor at least seven major elements that define a stabilized approach in GA airplane. The FAA considers an approach to touchdown stabilized when the airplane meets all of the following criteria, with only minor deviations.

(1) **Glide Path.** The airplane is on the correct flight path. Typically, the glide path is 3 degrees to the runway touchdown zone (TDZ) (obstructions permitting).

(2) **Heading.** The airplane is tracking the extended centerline to the runway with only minor heading/pitch changes necessary to correct for wind or turbulence to maintain alignment. Bank angle should not exceed 15 degrees on final.

(3) **Airspeed.** The airplane maintains a constant airspeed within +10 knots indicate air speed (KIAS)/-5 KIAS of the recommended landing speed specified in the pilot's operating handbook (POH) or on approved placards/markings.

(4) **Configuration.** The airplane is in the correct landing configuration with flaps as required, landing gear extended, and the airplane is in trim.

(5) **Rate of Descent.** Descent rate is a constant and no greater than 500 feet per minute (fpm). If a descent greater than 500 fpm is required due to approach considerations, it must be reduced prior to 300 feet above ground level (AGL) and well before the landing flare and touchdown phase.

(6) **Power Setting.** Power setting is appropriate for the airplane configuration and is not below the minimum power for approach as defined by the POH.

(7) **Checklists/Briefings.** All briefings and checklists (except the landing checklist) completed prior to initiating the approach.

NOTE: For a typical GA piston airplane in a traffic pattern, if the approach becomes unstabilized below 300 feet AGL, the pilot should initiate an immediate go-around.

e. Instrument Meteorological Conditions (IMC). Another area where pilots have experienced LOC is while maneuvering in IMC. Vertigo or spatial disorientation has been a significant factor in many aircraft accidents. The common result when a non-instrument rated pilot inadvertently continues flight into IMC is spatial disorientation of the pilot and LOC. Pilots who are instrument rated, but not instrument proficient, are also susceptible. Recovery from LOC in IMC can be nearly impossible without skills and competency. Additionally, instrument rated pilots maneuvering in IMC who fail to prioritize pilot workload properly and use crew resource management (CRM) or single-pilot resource management (SRM) may become inattentive or distracted and lose situational awareness, which too often can lead to LOC. The GAJSC has found that pilots and CFIs need to emphasize effective preflight planning and pilot proficiency to reduce the risk of LOC in IMC.

NOTE: LOC is not limited to the examples provided above. Other examples of areas where pilots have experienced LOC include environmentally induced aircraft upsets, system malfunction/failure-induced upsets, and exceeding personal skills.

2-2. MANUAL FLIGHT AFTER AUTOMATION FAILURE. Pilots and aircraft owners have taken advantage of modern avionics and flight automation equipment. Glass cockpits are available for virtually every new aircraft, as well as for many legacy and experimental aircraft. Global Positioning Systems (GPS), positioning on a moving map, real time weather, terrain/traffic awareness, and modern autopilots have made a significant presence to the GA fleet. Pilots also employ handheld equipment not installed in the aircraft much more frequently than in the past. This equipment can make flight operations safer and help avoid LOC situations; however, pilots should be proficient in all automation tools and know the system limitations. The FAA reminds CFIs conducting flight reviews and IPCs to ensure that a pilot under evaluation is proficient with the automated system and knows what to do if it fails.

a. Pilot Knowledge. Pilots should learn their aircraft's systems, limits, and recommended procedures before a pilot can fly the aircraft safely. This is especially important for technically advanced aircraft (TAA) equipped with automated avionics described above or flight automation systems (e.g., flight management system (FMS) or coupled autopilot). The FAA strongly recommends that a pilot receive a thorough evaluation from a qualified instructor with experience in the automation equipped in the specific aircraft make and model flown.

b. Reliance on Automation. Overreliance on automation or automated flight systems has resulted in accidents. A 2010 National Transportation Safety Board (NTSB) safety study concluded that "glass cockpit" aircraft (TAA) experience a lower total accident rate, but a higher fatal accident rate, than the same type of aircraft equipped with conventional analog instrumentation. (See <http://www.nts.gov/safety/safety-studies/Documents/SS1001.pdf> to view this publication online.) The NTSB study also reported, "Even before electronic displays became common, anecdotal reports from flight crews, as well as findings from accidents and research, revealed potential problems if pilots relied too heavily on automated systems or if they

misunderstood automated system behavior” (page 6). Automation can lull some pilots into complacency. Furthermore, automation bias presented a new breed of accident by creating the potential to erode a complacent pilot’s manual flight skills. Automation bias refers to the willingness of the pilot to trust and utilize automated systems while feeling that the automation is more capable than the pilot. This perception may result in passive automation management (commonly referred to as “set and go”). Eroded skills can degrade the pilot’s ability to recognize potential system issues and avoid or recover from LOC. The FAA strongly recommends that pilots who fly aircraft with automated flight systems manually control the aircraft at times to maintain manual flying skills. Pilots should actively manage automation by making use of all systems, cross-referencing data provided by the various systems—and while monitoring, and managing flight progress such as waypoints or checkpoints. Active automation management ensures enhanced situational awareness while providing the opportunity for quick identification of automation failure.

c. Proficiency in Manual Aircraft Control. Pilots should be proficient in manual aircraft control and should be able to operate the aircraft without the use of the aircraft’s automation. Advanced avionics and flight automation offer many levels of automation. Pilots need to understand that no one level of automation is appropriate for all flight situations. If a flight automation system failure occurs, in whole or in part, the pilot should possess the knowledge to address the situation. This may include isolating the defective components and/or manually flying the aircraft. In any event, manual flight may be necessary to ensure positive control of the aircraft while the pilot identifies problems and determines an appropriate course of action. All flight reviews conducted in aircraft equipped with automation should include training in manual aircraft control. In this case, the CFI should simulate failures of critical components of automation through a safe and practical means. The instructor should never actually render an automated system inoperative, such as turning off switches or disengaging circuit breakers. For example, a CFI can simulate an automation failure simply by disengaging an integrated autopilot on an approach. The FAA strongly recommends that pilots and CFIs strive for proficiency in manual aircraft control to mitigate the risk of loss of aircraft control.

2-3. CFI RESPONSIBILITY AND SAFETY CULTURE. The only contact that many pilots may have with an aviation authority is through his or her instructor. CFIs are professionals that play a vital role in ensuring aviation safety. CFIs are the cornerstone of aviation safety. They mentor pilot safety practices as they mitigate aviation accidents by providing pilot flight training and conducting pilot evaluations. In other words, CFIs bear a responsibility to produce the safest pilots possible.

a. Mentoring Competency. A CFI’s actions influence the GA safety culture. The FAA expects all CFIs to adhere to the highest training standards and safety practices. CFIs should be fully qualified in every role they perform. For example, and as discussed further in paragraph 4-2e, the CFI should be qualified in each specific aircraft make and model in which they provide instruction. For this reason, CFIs should consider their personal qualifications prior to accepting any instructional or pilot evaluation role. This is an important consideration for conducting a flight review, an IPC, or conducting specialized flight training, such as transition training in a specific TAA. If a CFI is not proficient in an aircraft or specialized field of instruction, the CFI should always be honest and decline to provide flight training or a pilot evaluation in an unfamiliar aircraft or role. As an alternative, the CFI should assist the pilot in

finding an experienced CFI that is qualified to fill the CFI role in the specialized aircraft or field of interest.

b. FAA/Industry Safety Recommendations. CFIs are required to be knowledgeable and up-to-date on issues critical to aviation safety. Government/industry safety recommendations help CFIs meet this responsibility. GAJSC findings and recommendations, NTSB safety reports, and the Air Safety Institute's "Nall Report" all provide critical safety information. CFIs should incorporate this information in the training they provide. Utilizing and disseminating this critical information, when promoting personal currency programs, providing effective flight reviews, and conducting IPCs, helps to build a positive safety culture that can reduce GA accidents.

CHAPTER 3. RECENT FLIGHT EXPERIENCE

3-1. RECENT GENERAL EXPERIENCE. Title 14 CFR part 61, § 61.57(a) and (b) (General Experience and Night Takeoff and Landing Experience, respectively) specifies the minimum requirements for recent flight experience, specifically takeoffs and landings, in each category and class of aircraft in order to act as pilot in command (PIC) of an aircraft carrying passengers.

a. Requirements Specified in § 61.57(a) and (b). Pilots should regard these requirements as minimums that should be modified to address factors such as overall pilot experience, different operating environments, complexity of the facilities used, and variations in makes and models of aircraft within specific categories and classes. For example, a pilot may meet recent flight experience in a given make and model of aircraft but may have operated only in light or moderate wind conditions from airports with long runways. The pilot should consider acquiring additional takeoff and landing experience in stronger wind conditions or at airports with short runways before acting as PIC of an aircraft carrying passengers in similar conditions. Under some circumstances, the change in the customary operating environment may be great enough that the pilot should seek flight instruction before attempting solo operations.

b. Night Currency Requirements. Night currency requirements deserve additional consideration. The night experience of most pilots represents only a small portion of their total flight time. The impact of marginal weather conditions on night operations is so significant that pilots should evaluate their own need for both increased proficiency and additional planning when contemplating flights under marginal conditions at night.

c. Obtaining Currency for Each Make and Model. Special considerations apply when pilots operate aircraft makes and models they do not customarily fly. Analysis of accident data has shown that accident rates increase for pilots with little or no time in aircraft type flown. Section 61.31 specifies additional requirements that apply to operating aircraft (e.g., tailwheel, complex, high performance, turbine, or large aircraft) which may require a type-rating, specific training endorsement, authorization, and/or additional experience requirements for that aircraft or operation. For non-high performance small aircraft, basic currency requirements of § 61.57(a) and (b) apply only to category and class. For example, a pilot who meets the requirement in a Cessna 152 would also meet the requirement in a Cessna 172. However, the FAA recommends that pilots attain currency in each separate make and model before conducting passenger-carrying operations. This currency should include familiarity with the pilot's operating handbook (POH), the Aircraft Flight Manual (AFM), and/or any other available information on that aircraft. The FAA recommends that all pilots obtain a comprehensive checkout in each make and model aircraft from an appropriately rated CFI. Airmen are encouraged to search for aircraft "clubs" for information and familiarization on specific makes and models. The current edition of AC 90-109, Transition to Unfamiliar Aircraft, provides additional information and guidance pertaining to transition to experimental and/or unfamiliar airplanes.

NOTE: Considerations regarding basic currency apply not only to single-engine land airplanes but to other categories and classes of aircraft, including multiengine aircraft, seaplanes, gliders, helicopters, gyroplanes, and free balloons.

3-2. RECENT INSTRUMENT FLIGHT RULES (IFR) EXPERIENCE. In accordance with § 61.57, pilots may complete the six required approaches and holding procedures, intercepting and tracking (all aircraft except gliders) in a full flight simulator (FFS) or flight training device (FTD), as approved by the Administrator. In addition, an aviation training device (ATD) may be used (refer to the current edition of AC 61-136, FAA Approval of Basic Aviation Training Devices (BATD) and Advanced Aviation Training Devices (AATD)).

NOTE: In order to log airman IFR experience in FTDs qualified by the National Simulator Program Manager (NSPM) at levels 4 or above, or FFSs, such devices must be used pursuant to a curriculum approved under 14 CFR part 121, 135, 141, or 142.

CHAPTER 4. FLIGHT REVIEW

4-1. INTENT AND STRUCTURE OF THE FLIGHT REVIEW.

a. Intent of Flight Review. A flight review is a routine evaluation of a pilot's ability to conduct safe flight. It can be considered an industry managed currency program. The CFI should be aware that the flight review is not a test or checkride, but rather a training event in which proficiency is evaluated. The review must consist of a minimum of 1 hour of ground instruction and 1 hour of flight instruction, except as provided for in 14 CFR part 61, § 61.56(b), (d), and (e). The FAA reminds CFIs that a flight review may require more than 1 hour of ground instruction and 1 hour of flight instruction. While CFIs are encouraged to discuss the outline of the flight review with the pilot, it is the CFI that ultimately determines the total time required for the training.

b. Structure of Flight Review. Section 61.56 states that a flight review must include a review of the current general operating and flight rules of 14 CFR part 91. It also states that a person conducting the review has the discretion to determine the maneuvers and procedures necessary for the pilot under evaluation to demonstrate "safe exercise of the privileges of the pilot certificate." With the increasing complexity of the aviation operating environment, CFIs are encouraged to structure the flight review and develop an action plan that is specific to the needs of the pilot under review. The FAA has provided the following recommended guidance in this section to help CFIs to develop an action plan for an effective flight review.

(1) Accomplishing a Flight Review. Under § 61.56(c) no person may act as PIC of an aircraft, except as provided in § 61.56(d), (e), and (g), unless within the preceding 24 calendar-months that person has accomplished a satisfactory flight review in an aircraft for which that pilot is appropriately rated. An authorized instructor or other person approved by the Administrator must conduct the flight review.

(2) Completing Pilot Proficiency Program (WINGS) (one or more phases). Under § 61.56(e), a person who has satisfactorily completed one or more phases of the FAA-sponsored WINGS within the preceding 24 calendar-months does not need to accomplish the flight review requirements of this section. The current edition of AC 61-91, WINGS—Pilot Proficiency Program, describes how CFIs should encourage pilots to participate in WINGS.

(3) Completing Proficiency Checks and Ratings.

(a) Pilots and CFIs should be aware that, under § 61.56(d), there is no requirement for pilots who have completed certain proficiency checks and ratings within the preceding 24 calendar-months to accomplish a separate flight review. These accomplishments include satisfactory completion of pilot proficiency checks conducted by the FAA, an approved pilot check airman, a Designated Pilot Examiner (DPE), or a U.S. Armed Force for a pilot certificate, rating, or operating privilege.

NOTE: Effective November 15, 2013, a change to § 61.56(d) permits an airman who passes a practical test for issuance of a flight instructor certificate, a practical test for the addition of a rating to a flight instructor certificate, a practical test for renewal of a flight instructor certificate, or a

practical test for the reinstatement of a flight instructor certificate to meet the 24 calendar-month flight review requirements. See <http://www.gpo.gov/fdsys/pkg/FR-2013-09-16/pdf/2013-22485.pdf>.

(b) However, the FAA recommends that pilots consider also accomplishing a review under some of the following circumstances. For example, a pilot with an Airplane Single-Engine Land (ASEL) rating may have recently obtained a glider rating, but may still wish to consider obtaining a flight review in a single-engine airplane if the appropriate 24-month period has nearly expired. When approached by pilots seeking advice on such matters, CFIs should consider the factors described in the following paragraphs.

4-2. PRE-REVIEW CONSIDERATIONS. Before undertaking the review, the CFI should interview the pilot to determine the nature of his or her flying and operating requirements. Elements to consider should include, but not be limited to, the following areas:

a. Type of Equipment Flown.

(1) Section 61.56(c)(1) states that to act as a pilot in command (PIC), a pilot must accomplish a flight review in an aircraft for which that pilot is rated. A pilot might hold multiple ratings. In such case, the pilot may take a flight review in any one of the aircraft for which he or she holds a rating or operating privilege and they will have met the regulatory requirement for all aircraft for which they hold a certificate and or rating. For example, a pilot who holds a private pilot certificate with an ASEL rating and a commercial balloon certificate may take a flight review in either aircraft and will have met the requirements of the rule for both. However, a pilot may not take a flight review in an aircraft for which he or she does not hold a rating or operating privilege. For example, that same ASEL rated pilot may not take a flight review in a Multiengine Land (MEL) airplane if he or she does not hold an MEL airplane rating. A pilot who holds only a sport pilot certificate may only take a flight review in a light sport aircraft for which he or she holds an operational privilege. For example, a sport pilot who holds airplane privileges could not take the flight review in a Cessna 172 since that airplane is not a light sport airplane and he or she does not hold operating privileges for that airplane.

(2) The reviewed maneuvers and procedures will vary depending on the category, class, and make and model of the aircraft used. For example, a review in a light multiengine aircraft will be different from one conducted in a small, two-seat tailwheel aircraft that utilizes limited instrumentation. The CFI may wish to recommend that the pilot complete the review in the aircraft most commonly flown, or in a more complex make and model used if he or she regularly flies several aircraft. The CFI may also wish to recommend that the pilot take a review in more than one category/class of aircraft under certain circumstances. For example, a pilot with ASEL and glider ratings may have flown only gliders in the last 2 years but is also contemplating flying single-engine airplanes in the near future. If a pilot who requests a review only in the glider approaches a CFI, the CFI may wish to recommend an additional review by a qualified person in a single-engine airplane before the pilot acts as PIC of a single-engine airplane.

b. Nature of Flight Operations. The CFI should consider the type of flying usually done by the pilot before establishing an action plan for conducting the review. For example, a pilot conducting long-distance flights between busy terminal areas may need a different review than a

pilot who usually flies in the local area from the same airport. The CFI should consider the need for an indepth review of certain subjects or procedures if the type of flight operations is likely to change, or if other extenuating circumstances exist. For example, a pilot who normally conducts only local flight operations may plan to begin flying to a location with Class B airspace. Another pilot may only operate a two-seat aircraft without radio but will operate in close proximity to Class B airspace. In both cases, the CFI should include Class B airspace operating requirements and procedures in the flight review. This review should also include pertinent revisions to operational regulations to ensure that the pilot has full knowledge of these changes.

c. Amount and Recency of Flight Experience. The CFI should review the pilot's logbook to determine total flight time, time-in-type, and recency of experience in order to evaluate the need for particular maneuvers and procedures in the review. For example, a pilot who has not flown in several years may require an extensive review of basic maneuvers from the practical test standards (PTS), or equivalent, appropriate to that pilot's certificate level. CFIs should pay particular attention to the special-emphasis areas found in the PTS. The same pilot may also require a more extensive review of part 91, including changes in airspace and other requirements. Another pilot who is transitioning to a newer, faster, or technically advanced aircraft (TAA) should receive more emphasis on knowledge of aircraft systems and performance, or in cross-country procedures appropriate to a faster airplane. Regardless of flight experience, the CFI should ensure that the review action plan includes all areas in which he or she determines that the pilot should receive training in order to operate safely. In some cases, the CFI may wish to recommend that the pilot accomplish a complete refresher program.

d. Agreement on the Conduct of the Review. After completing the above analysis, the CFI should review these considerations with the pilot and reach an understanding regarding how he or she will conduct the review. The CFI may wish to provide the pilot with reading materials or recommend publications for study before actually undertaking the flight review. The CFI should also review the criteria for satisfactory completion of the review with the pilot.

e. Instructor Qualifications. Instructors should also consider their own experience and qualifications in a given make and model aircraft prior to giving a review in that model. The CFI conducting a flight review must hold a category, class, and (if appropriate) type rating on his or her pilot certificate. Also, the instructor must have a category and class rating on his or her flight instructor certificate or a sport instructor privilege in his or her logbook appropriate to the aircraft in which he or she conducts the review. To conduct a flight review in a multiengine airplane, the instructor must hold an airplane multiengine rating on their pilot and flight instructor certificates. For aircraft in which the CFI is not current or with which he or she is not familiar, he or she must obtain recent flight experience or sufficient knowledge of aircraft limitations, characteristics, and performance before conducting the review. In any case, the CFI must observe the rating limitations of § 61.195.

4-3. PLANNING AND RECORDING THE REVIEW. The CFI may wish to use FAA's online guidance available at www.faa.gov (search for "Conducting an Effective Flight Review") to prepare, conduct, and document the flight review. Some of the material from this optional guide appears in the appendices. After reaching an agreement on how the CFI will conduct the review, he or she should prepare an action plan for completing the review. The action plan should include a list of regulatory subjects that the CFI will cover, the maneuvers and procedures

that the pilot will need to accomplish, the anticipated sequence in which the segments will occur, and the location where the CFI will perform the review. You can find a suggested action plan format in Appendix 1. Although not required by § 61.189, the CFI may wish to retain this action plan for an appropriate time period as a record of the scope and content of the review.

a. Review of Part 91 Operating and Flight Rules. The CFI should tailor the review of general operating and flight rules to the needs of the pilot under review. The objective is to ensure that the pilot can comply with all regulatory requirements and operate safely in various types of airspace under an appropriate range of weather conditions. As a result, the CFI should conduct a review that is broad enough to meet this objective, yet provide a more comprehensive review in those areas in which the pilot's knowledge is weaker. In the latter instance, the CFI may wish to employ a variety of references/sources, such as the Aeronautical Information Manual (AIM), to ensure that the pilot's knowledge meets current standards.

b. Pilot Deviations (PD). The occurrence of incidents and PDs has emphasized the need to ensure that all pilots receive adequate briefing on PD avoidance awareness. PDs are broadly categorized as airborne or ground. Airborne PDs include altitude and heading deviations, and airspace violations. Ground PDs include runway incursions and any other unauthorized operation in the movement areas of an airport. Pilots should be familiar with all types of airspace, ground operating procedures, and best practices to avoid potential PDs. The flight review may be the only regular proficiency and recurrency training experienced by some pilots. Therefore, CFIs should place appropriate emphasis on this part of the review.

c. Automation Competency. Occurrences of incidents and accidents due to a pilot's lack of proficiency with aircraft automation have emphasized the need to ensure that all pilots are fully competent with the automated systems equipped in the aircraft flown. Automation competency is the pilot's ability to understand and operate a given aircraft's automated systems. The CFI should consider the type of automation the pilot regularly uses before establishing the action plan for conducting his or her flight review. When conducting the check in an aircraft with automation, the instructor should evaluate the pilot's automation competency. Pilots transitioning to TAA should receive specialized transition training from a qualified CFI with experience with the specific equipment used.

d. Angle of Attack (AOA) Systems. The FAA along with the General Aviation Joint Steering Committee (GAJSC) is promoting angle of attack (AOA) systems as one of the many safety initiatives aimed at reducing the General Aviation (GA) accident rate. AOA indicators will specifically target loss of control (LOC) accidents. LOC is the number one root cause of fatalities in GA. More than 25% of GA fatal accidents occur during the maneuvering phase of flight. Of those accidents, half involve stall/spin scenarios. Technology such as AOA indicators can have a tremendous impact on reversing this trend and are increasingly affordable for GA airplanes. During the flight review, if the airplane is equipped with an AOA indicator, the CFI should evaluate its use and correct interpretation of cues gained by referencing the AOA indicator by the pilot receiving the flight review. If the airplane is not equipped with an AOA indicator, the CFI should emphasize the importance of this item and evaluate the pilot's general knowledge of aerodynamic principles relating to AOA.

e. Review of Maneuvers and Procedures.

(1) The maneuvers and procedures covered during the review are those that, in the opinion of the CFI conducting the review, are necessary for the pilot to perform in order to demonstrate that he or she can safely exercise the privileges of his or her pilot certificate. Accordingly, the CFI should evaluate the pilot's skills and knowledge to the extent necessary to ensure that he or she can safely operate within regulatory requirements throughout a wide range of conditions. The CFI should always include abnormal and emergency procedures applicable to the aircraft flown in the flight review.

(2) The CFI may wish to prepare a preliminary action plan for the flight review based on an interview or other assessment of the pilot's qualifications and skills. See Appendix 1 for suggested interview questions. Appendix 4 provides a sample CFI flight review checklist. The CFI should outline a sequence of maneuvers to the pilot taking the review. For example, this may include a cross-country flight to another airport with maneuvers accomplished while en route. It could also include a period of simulated instrument flight time. The CFI should request that the pilot conduct whatever preflight preparation is necessary to complete the planned flight. This preparation should include all items required in part 91, § 91.103, such as checking weather, calculating required runway lengths, calculating Weight and Balance (W&B), completing a flight log, filing a flight plan, and conducting the preflight inspection.

(3) Before beginning the flight portion of the review, the CFI should discuss various operational areas with the pilot. This oral review should include, but not be limited to, areas such as aircraft systems, speeds, performance, meteorological and other hazards (e.g., windshear and wake turbulence), operations in controlled airspace, and abnormal and emergency procedures. The emphasis during this discussion should be on practical knowledge of recommended procedures and regulatory requirements.

(4) Regardless of the pilot's experience, the CFI should review at least those maneuvers considered critical to safe flight, such as:

- Takeoffs,
- Stabilized approaches to landings,
- Slow flight,
- Stall recognition, stalls, and stall recovery,
- Spin recognition and avoidance,
- Recovery from unusual attitudes, and
- Operating the aircraft by sole reference to instruments under actual or simulated conditions.

(5) Based on his or her in-flight assessment of the pilot's skills, the CFI may wish to add other maneuvers from the PTS, or its equivalent, appropriate to the pilot's grade of certificate. All reviews should include those areas within the PTS identified as "Special Emphasis." Appendix 4 includes a list of suggested maneuvers. The FAA does not intend this list to be all-inclusive, nor does it limit a CFI's discretion in selecting other appropriate maneuvers and procedures. To the greatest possible extent, the CFI should organize and sequence the

selected maneuvers in a realistic scenario appropriate to the kind of flying normally done by the pilot.

(6) The role of the CFI during the review is to provide an evaluation. However, the instructor is not limited to this role and may provide specific instruction to an airman on any areas the instructor notes as being weak. This additional instruction does not preclude the pilot's successful completion of the review as long as the deficiencies are corrected. If the additional instruction does not correct the deficiencies, and/or it becomes apparent to the instructor that additional flights will be necessary, the CFI should discuss the situation with the pilot and proceed accordingly.

4-4. POST-REVIEW CONSIDERATIONS. Upon completion of the review, the CFI should complete the summary and evaluation portion of the flight review checklist (if used) and debrief the pilot. Whether or not the review was satisfactory, the CFI should provide the pilot with a comprehensive analysis of his or her performance, including suggestions for improving any weak areas. The current edition of FAA-H-8083-9, Aviation Instructor's Handbook, chapter 5, provides specific suggestions for conducting the postflight evaluation discussion as a "collaborative critique."

a. Unsatisfactory Completion of the Review. The FAA does not intend the flight review to be a check ride. If the review is not satisfactory, the CFI should log the flight as "dual instruction given" and not as a "failure." The CFI should then recommend additional training in the areas of the review that were unsatisfactory. A pilot who does not receive an endorsement for a satisfactory flight review may continue to exercise the privileges of his or her certificate, provided that a period of 24 calendar-months has not elapsed since the pilot completed at least one of the requirements that satisfies the flight review event as specified in § 61.56.

b. Satisfactory Completion of the Review. When the applicant has successfully completed the review, the CFI should endorse the pilot's logbook to certify that the pilot has satisfactorily accomplished the flight review. The CFI should make the endorsement for a satisfactory review in accordance with AC 61-65. The flight and ground time must also be logged in the pilot's logbook in accordance with § 61.51(a)(1).

CHAPTER 5. INSTRUMENT PROFICIENCY CHECK

5-1. STRUCTURING AN INSTRUMENT PROFICIENCY CHECK (IPC). Title 14 CFR part 61, § 61.57(d) outline the requirements for an IPC. This chapter provides guidance on the conduct of the IPC. In addition, the CFI may wish to use the FAA's optional online guidance document available at www.faa.gov (search for "Instrument Proficiency Check Guidance"), to structure, conduct, and document the IPC. Appendix 9 provides an optional IPC checklist as an instructor job aid resource for conducting an IPC. Note that practical test standards (PTS), or its equivalent, outline the required maneuvers conducted in an IPC (see paragraph 5-3 of this chapter).

a. Instructor Requirements to Conduct an IPC. The CFI must hold an instrument rating on his or her pilot certificate and flight instructor certificate that is appropriate to the category and class of aircraft used for the IPC. For example, an IPC conducted in a multiengine airplane requires a CFI who holds both multiengine and instrument ratings on his or her pilot and flight instructor certificate. The basis for flight instructor privileges and limitations are found in §§ 61.193(g) and 61.195(d)(6). The CFI should also meet currency requirements for his or her pilot and CFI certificate.

NOTE: In addition to having the appropriate instructor ratings, the CFI should consider other factors relating to his or her ability to conduct an IPC. These include the factors discussed for the flight review as well as the instructor's own instrument currency.

b. Conducting an IPC. A CFI may conduct part or all (as specified in the current edition of FAA-S-8081-4, Instrument Rating Practical Test Standards for Airplane, Helicopter, and Powered Lift) of the IPC in an approved simulator, flight training device (FTD), or aviation training device (ATD). If given in a flight simulation training device (FSTD), that trainer must receive specific approval for such use, in writing, by the FAA Administrator. Guidance on the applicability of specific devices to particular tasks is located in the current instrument PTS publication FAA-S-8081-4, appendix 2, and the specific device approval document.

NOTE: Advanced aviation training devices (AATD) and basic aviation training devices (BATD) collectively make up the two categories of FAA-approved ATDs. In general, AATDs may be used for the IPC; BATDs may not be used. The CFI should review the ATD letter of authorization for the specific approval for that device.

NOTE: In order to receive credit for a completed IPC conducted in FTDs qualified by the National Simulator Program Manager (NSPM) at levels 4 or above, or full flight simulators, such devices must be used pursuant to a curriculum approved under 14 CFR part 121, 135, 141, or 142.

c. Precheck Considerations. The CFI should structure an IPC in a manner similar to that of the flight review, tailoring the check to the needs of the pilot with mutual agreement on the scope of the check and a plan of action for accomplishing it.

(1) The CFI and pilot should discuss the operating conditions under which the CFI will conduct the check. If the CFI conducts the check in an aircraft, the check may be under visual flight rules (VFR) or instrument flight rules (IFR) in simulated instrument conditions, or it may be under IFR in actual instrument conditions. If the CFI conducts the check under IFR, or while under VFR conditions simulating instrument meteorological conditions (IMC) with a view-limiting device, it is the CFI's responsibility to constantly remain vigilant to other aircraft throughout all phases of the flight.

(2) The Pilot's Instrument Experience Summary in Appendix 7 is available to help the CFI structure an appropriate ground review for the IPC. A table in FAA-S-8081-4 lists the maneuvers required for successful completion of the IPC.

(3) As with the flight review, the CFI should develop a plan of action that uses realistic scenarios to organize and sequence the required tasks and maneuvers. Appendix 8 contains a sample action plan for conducting the proficiency check. The CFI should also discuss crewmember roles and responsibilities with the pilot.

5-2. IPC KNOWLEDGE PORTION.

a. Determining the Pilot's IFR Knowledge. The CFI determines whether the pilot has adequate knowledge and understanding of part 91, especially subpart B, Flight Rules; subpart C, Equipment, Instrument, and Certificate Requirements; and subpart E, Maintenance, Preventive Maintenance, and Alterations. Additionally, the CFI determines that the pilot has adequate knowledge and understanding of the following areas:

(1) Instrument en route and approach chart interpretation, including Standard Instrument Departures (SID), Obstacle Departure Procedures (ODP), Standard Terminal Arrival Routes (STAR), and Area Navigation (RNAV)/Global Positioning System (GPS)/wide area augmentation system (WAAS) procedures.

(2) Obtaining and analyzing weather information, including knowledge of hazardous weather phenomena, such as icing and convective activity.

(3) Preflight planning, including aircraft performance, Notices to Airmen (NOTAM) information (including temporary flight restrictions (TFR)), fuel requirements, alternate requirements, and use of appropriate FAA publications such as the Airport/Facility Directory.

(4) Aircraft systems related to IFR operations, including appropriate operating methods, limitations, and emergency procedures due to equipment failure.

(5) Aircraft flight instruments and navigation equipment, including characteristics, limitations, operating techniques, and emergency procedures due to malfunction or failure, such as lost communications and automation failure procedures.

(6) Determining the airworthiness of the aircraft for instrument flight, including required inspections and documents.

(7) Air traffic control (ATC) procedures pertinent to flight under IFR with emphasis on elements of ATC clearances and pilot/controller responsibilities.

(8) A general working knowledge of aerodynamic principles relating to angle of attack (AOA) and the purpose, operation, and limitations of AOA indicators (if installed).

b. Evaluation of the Pilot's Instrument Flight Proficiency. Following the discussion of the above subjects, the CFI should ask the pilot to prepare for the skill portion of the IPC by completing the necessary flight planning, obtaining current weather data, filing a flight plan, and conducting the preflight inspection. In order to fully evaluate the pilot's skills under normal operating conditions, the CFI may wish to have the pilot conduct a short IFR cross-country flight with at least part of the flight conducted "in the system" under IFR.

5-3. IPC SKILL PORTION. The maneuvers and procedures selected for the IPC must include those listed in the Rating Task Table in FAA-S-8081-4. The CFI conducting the IPC has the discretion to require any other maneuver(s) necessary to determine that the pilot can safely operate under IFR in a broad range of conditions appropriate to the aircraft flown and the ATC environment selected. However, in any case, the CFI should pay particular attention to those areas within the PTS identified as "Special Emphasis." The CFI should emphasize proper adherence to ATC clearances. Regardless of the maneuvers and procedures selected, the CFI should ensure that the pilot demonstrates satisfactory basic attitude instrument flying skills. For checks conducted in an airplane but not under actual instrument weather conditions, the CFI should employ an appropriate view-limiting device to simulate instrument conditions. As an aid to the CFI, Appendix 9 contains a sample CFI IPC checklist for conducting the IPC.

5-4. POST-IPC CONSIDERATIONS AND RECORDKEEPING. Upon completion of the proficiency check, the CFI may wish to complete the summary and evaluation portion of the checklist and debrief the pilot on the results of the check. Regardless of the determination, the CFI should provide the pilot with a comprehensive analysis of his or her performance, including suggestions for improving any weak areas. Chapter 5 of FAA-H-8083-9 provides specific suggestions for conducting the postflight evaluation discussion as a "collaborative critique."

a. Unsatisfactory Performance. As with the flight review, the CFI should not endorse the pilot's logbook to reflect an unsatisfactory IPC. Rather, the CFI should log the session as "dual instruction given."

b. Satisfactory Performance. The endorsement for a satisfactory proficiency check should be in accordance with AC 61-65. If the CFI uses the sample action plan and checklist in Appendix 9, then he or she may wish to retain the action plan as a record of the scope and content of the competency check, even though not required by § 61.189.

APPENDIX 1. RESOURCES

1. Advisory Circulars (AC) (FAA—all current editions):
http://www.faa.gov/regulations_policies/advisory_circulars/.
 - AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65.
 - AC 61-65, Certification: Pilots and Flight and Ground Instructors.
 - AC 61-89, Pilot Certificates: Aircraft Type Ratings.
 - AC 61-91, WINGS—Pilot Proficiency Program.
 - AC 90-109, Transition to Unfamiliar Airplanes. (Provides additional information and guidance pertaining to transition to experimental or unfamiliar airplanes.)
 - AC 91-73, Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations.
2. Aeronautical Information Manual (AIM):
http://www.faa.gov/air_traffic/publications/#manuals.
3. Aviation Digital Data Service (ADDS): <http://www.aviationweather.gov/adds/>.
4. Aircraft Owners and Pilots Association (AOPA): <http://www.aopa.org>.
5. Beyond the Buttons: Mastering Our Marvelous Flying Machines:
<https://www.faasafety.gov/files/gslac/library/documents/2007/Mar/15239/7.1%20TAA%20Flying%20Skills%20MarApr07.pdf>.
6. Conducting an Effective Flight Review:
http://www.faa.gov/pilots/training/media/flight_review.pdf.
7. Experimental Aircraft Association (EAA): <http://eaa.org/>.
8. Flight Service (Lockheed Martin): <http://www.afss.com>.
9. General Aviation Pilot's Guide to Preflight Weather Planning, Weather Self-Briefings, and Weather Decision Making: www.faa.gov/pilots/safety/media/ga_weather_decision_making.pdf.
10. General Aviation Manufacturer's Association (GAMA): <http://www.gama.aero/>.
11. Information for Operators (InFO) (FAA—all current editions):
http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/.
 - InFO 14010, Installation, Training, and Use of Non-required/Supplemental Angle-of-Attack (AOA) Based Systems for General Aviation (GA) Airplanes, July 25, 2014.
 - InFO 15012, Logging Instrument Approach Procedures (IAP), September 8, 2015.
12. Instrument Proficiency Check (IPC) Guidance:
www.faa.gov/pilots/training/media/IPC_Guidance.pdf.

13. National Association of Flight Instructors (NAFI): <http://www.nafinet.org/>.
14. Night Flying Safety, FAA Aviation News:
http://www.faa.gov/news/safety_briefing/2008/media/novdec2008.pdf.
15. Online Resources for certificated flight instructors (CFI), FAA Safety Team (FAASafetyTeam):
<http://www.faasafety.gov>.
16. Personal Minimums Checklist, FAA/Industry Training Standards (FITS):
http://www.faa.gov/training_testing/training/fits/guidance/media/personal%20minimums%20checklist.pdf.
17. FITS Personal and Weather Risk Assessment Guide:
http://www.faa.gov/training_testing/training/fits/guidance.
18. Practical Test Standards (PTS) (all current editions), e.g., FAA-S-8081-4, Instrument Rating Practical Test Standards: http://www.faa.gov/training_testing/testing/test_standards/.
19. Handbooks & Manuals—FAA:
http://www.faa.gov/regulations_policies/handbooks_manuals/.
 - FAA-H-8083-9, Aviation Instructor’s Handbook.
 - Handbook(s) appropriate for the category of aircraft being operated; e.g., FAA-H-8083-3, Airplane Flying Handbook.
20. Risk Management and System Safety Modules:
http://www.faa.gov/training_testing/training/fits/training/flight_instructor.
21. Risk Management Teaching Tips:
http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=6107.
22. Society of Aviation and Flight Educators (SAFE): <http://www.safepilots.org>.
23. Teaching Practical Risk Management (May/June 2005 Issue of FAA Aviation News):
http://www.faa.gov/news/safety_briefing/2005.
24. Tools for CFIs (AOPA): <http://flighttraining.aopa.org/cfis>.

APPENDIX 2. SAMPLE AIRPLANE PILOT'S PROFICIENCY PRACTICE PLAN

Pilot's Name: _____ Date: _____

Flight Rules (VFR) Flight Profile – Every 4-6 Weeks:

- Preflight (include 3-P Risk Management Process (RMP) (Perceive hazards, Process risk level, and Perform risk management).) (Refer to Appendix 1, Resources, number 5.)
- Normal taxi.
- Takeoff.
- Departure to practice area.
- CHAPS (before each maneuver):**
 - Clear the area.
 - Heading established and noted.
 - Altitude established (at least 3,000 above ground level (AGL)).
 - Position near a suitable emergency landing area.
 - Set power and aircraft configuration.
- Steep turns (both directions), altitude within 100 feet and airspeed within 10 knots.
- Power-off stalls (approach to landing) and recovery.
- Power-on stalls (takeoff/departure) and recovery.
- Ground reference maneuvers (600' to 1000' AGL).
- Pattern practice:
 - Normal landing (full flaps).
 - Short-field takeoff and landing over a 50 feet obstacle.
 - Soft-field takeoff and landing.
- Slow flight
- Discretionary maneuver _____
- Discretionary maneuver _____
- Secure the aircraft.
- Review your performance.
- Schedule next proficiency flight.

APPENDIX 3. SAMPLE PILOT’S PERSONAL AERONAUTICAL GOALS

Pilot’s Name: _____ **Date:** _____

Training Goals

- _____ Certificate Level (Private, Commercial, air transport pilot (ATP))
- _____ Ratings (Instrument, Multiengine Land (MEL), Airplane Single-Engine Sea (ASES), Airplane Multiengine Sea (AMES), Rotorcraft, Glider, etc.)
- _____ Endorsements (high performance, complex, tailwheel, high altitude, etc.)
- _____ Phase in Pilot Proficiency Program (WINGS)
- _____ Instructor Qualifications (certificated flight instructor (CFI), CFI – instrument (CFII), Multiengine Instructor, advanced ground instructor (AGI), instrument ground instructor (IGI))

Other: _____

Proficiency Goals

Lower personal minimums to:

- _____ Ceiling
- _____ Visibility
- _____ Winds
- _____ Precision approach minimums
- _____ Non-precision approach minimums

Fly at least:

- _____ Times per month
- _____ Hours per month
- _____ Hours per year
- _____ Cross-country flights per year
- _____ Night hours per month

Make a cross-country trip to: _____

Other: _____

Aeronautical Training Action Plan

APPENDIX 4. SAMPLE CERTIFICATED FLIGHT INSTRUCTOR'S FLIGHT REVIEW CHECKLIST

Step 1: Preflight Review Actions

- Scheduling
- Pilot's aeronautical history
- Title 14 CFR part 91 review assignment
- Cross-country flight plan assignment

Step 2: Ground Discussion

- English Language Proficiency (ELP)
- Regulatory review
- Cross-country flight plan review
- Risk management (RM) and personal minimums

Step 3: Conducting the Flight

- Physical aircraft (basic skills)
- Takeoffs and stabilized approaches to landings
- Slow flight
- Stalls and recovery/spin recognition and avoidance
- Recovery from unusual attitudes
- Simulated loss of power/engine
- Operating the aircraft by sole reference to instruments under actual or simulated conditions
- Aeronautical decision-making
- Automation system failures

Step 4: Postflight Discussion

- Replay, reflect, reconstruct, redirect
- Questions

Step 5: Aeronautical Health Maintenance and Improvement Plan

- Personal minimums checklist
- Personal proficiency practice plan
- Training plan (if desired)
- Resources list

Sample Pilot's Aeronautical History for Flight Review

Pilot: _____
 CFI: _____
 Address: _____
 Phone(s): _____
 E-mail: _____

Pilot Certificate(s):

- _____ Private
- _____ Commercial
- _____ Air transport pilot (ATP)
- _____ Flight instructor

Ratings (not necessarily inclusive):

- _____ Instrument
- _____ Airplane Single-Engine Pilot (ASEL)
- _____ Multiengine Land (MEL)
- _____ Lighter-than-air (LTA)
- _____ Rotorcraft
- _____ (Other)

Experience (pilot):

- _____ Total time
- _____ Last 6 months
- _____ Average hours/month
- _____ Time since last flight review
- _____ Since last instrument proficiency check (IPC)

Experience (aircraft):

- Aircraft type(s) you fly _____
 Aircraft used most often _____
- _____ Total time
 - _____ Last 6 months
 - _____ Average hours/month

Experience (flight environment):

- Since your last flight review, approximately how many hours have you logged in:
- _____ Day visual flight rules (VFR)
 - _____ Day instrument flight rules (IFR)
 - _____ Instrument meteorological conditions (IMC)
 - _____ Night VFR
 - _____ Night IFR
 - _____ Mountainous/Overwater
 - _____ Towered
 - _____ Non-Towered

Type of Flying (external factors):

- What percentage of your flying is for:
- _____ Pleasure
 - _____ Business
 - _____ Local
 - _____ Cross country

Personal Skills Assessment:

- Strengths as a pilot? _____

 Areas for improvement? _____

 Aviation goals? _____

APPENDIX 5. REGULATORY REVIEW GUIDE**SIDE 1****PILOT**

- Experience:** Recent Flight Experience (14 CFR part 61, § 61.57).
- Responsibility:**
 - Authority (14 CFR part 91 § 91.3).
 - Flightcrew Members at Station (§ 91.105).
 - Preflight Action (§ 91.103).
 - Safety Belts (§ 91.107).
 - Air Traffic Control (ATC) Instructions (§ 91.123).
- Cautions:**
 - Careless or Reckless Operation (§ 91.13).
 - Dropping Objects (§ 91.15).
 - Alcohol or Drugs (§ 91.17).
 - Supplemental Oxygen (§ 91.211).
 - Fitness for Flight (Aeronautical Information Manual (AIM) (chapter 8, section 1)).

AIRCRAFT

- Airworthiness:**
 - Basic (§ 91.7).
 - Flight Manual, Markings, and Placards (§ 91.9).
 - Certifications Required (§ 91.203).
 - Instrument and Equipment Requirements (§ 91.205).
 - Emergency Locator Transmitter (ELT) (§ 91.207).
 - Position Lights (§ 91.209).
 - Inoperative Instruments and Equipment (§ 91.213).
 - Transponder Requirements (§ 91.215).
- Maintenance:**
 - Responsibility (§ 91.403).
 - Maintenance Required (§ 91.405).
 - Operation after Maintenance (§ 91.407).
 - Maintenance Records (§ 91.417).
- Inspections:**
 - Annual, Airworthiness Directives (AD), 100 Hours (§ 91.409).
 - Altimeter and Pitot Static System (§ 91.411).
 - Very High Frequency Omnidirectional Range (VOR) Check (§ 91.171).
 - Transponder (§ 91.413).
 - ELT (§ 91.207).

SIDE 2**ENVIRONMENT** **Airports:**

- Markings (AIM (chapter 2, section 3)).
- Operations (AIM (chapter 4, section 3); §§ 91.125 and 91.126).
- Traffic Patterns (§ 91.126).

 Airspace:

- Altimeter Settings (AIM (chapter 7, section 2); § 91.121).
- Minimum Safe Altitudes (§§ 91.119 and 91.177).
- Cruising Altitudes (AIM (chapter 3, section 1, paragraph 3-1-5); §§ 91.159 and 91.179).
- Speed Limits (§ 91.117).
- Right of Way (§ 91.113).
- Formation (§ 91.111).
- Types of Airspace (AIM (chapter 3)).
 - Controlled Airspace (AIM (chapter 3, section 2); §§ 91.129, 91.130, 91.131, and 91.135).
 - Class G Airspace (AIM (chapter 3, section 3)).
 - Special Use (AIM (chapter 3, section 4); §§ 91.133, 91.137, 91.141, 91.143, and 91.145).
- Emergency Air Traffic Rules (AIM (chapter 5, section 6); § 91.139).

 Air Traffic Control & Procedures:

- Services (AIM (chapter 4, section 1)).
- Radio Communications (AIM (chapter 4, section 2); Pilot/Controller Glossary).
- Clearances (AIM (chapter 4, section 4)).
- Procedures (AIM (chapter 5)).

 Weather:

- Meteorology (AIM (chapter 7, section 1)).
- Wake Turbulence (AIM (chapter 7, section 3)).

EXTERNAL PRESSURE

- Personal Minimums Checklist.
- Risk Management (RM) (3-P model).
- Practical Test Standards (PTS) Special Emphasis Items.

APPENDIX 6. SAMPLE FLIGHT REVIEW CHECKLIST**SIDE 1****References****Selected portions of 14 CFR § 61.56**

(a) A flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

- (1) A review of the current general operating and flight rules of part 91 of this chapter; and
- (2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(c) Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

- (1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and
- (2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.

(d) A person who has, within the period specified in paragraph (c) of this section, passed any of the following need not accomplish the flight review required by this section:

- (1) A pilot proficiency check or practical test conducted by an examiner, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege.
- (2) A practical test conducted by an examiner for the issuance of a flight instructor certificate, an additional rating on a flight instructor certificate, renewal of a flight instructor certificate, or reinstatement of a flight instructor certificate.

(e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

AC 61-65E**Completion of a Flight Review: §§ 61.56(a) and 61.56(c).**

I certify that (First name, MI, Last name), (pilot certificate), (certificate number), has satisfactorily completed a flight review of § 61.56(a) on (date).

/s/ [date] J. J. Jones 987654321CFI Exp. 12-31-05

NOTE: No logbook entry reflecting unsatisfactory performance on a flight review is required.

Flight Review Checklist**Step 1: Preparation**

- Pilot's Aeronautical History
- Part 91 Review Assignment
- Cross-Country Flight Plan Assignment

Step 2: Ground Review

- English Language Proficiency (ELP)
- Regulatory Review
- Cross-Country Flight Plan Review
- Weather & Weather Decision-Making
- Risk Management & Personal Minimums
- GA Security Issues

Step 3: Flight Activities

- Physical Airplane (basic skills)
- Mental Airplane Automaton and A/C (systems knowledge)
- Takeoffs and Stabilized Approaches to Landings
- Slow Flight
- Stalls and Recovery/Spin Recognition/Avoidance
- Recovery from Unusual Attitudes
- Simulated Loss of Power/Engine
- Operating the Aircraft by Sole Reference to Instruments Under Actual or Simulated Conditions
- Aeronautical Decision-Making
- Automation System
- Automation System Failures

Step 4: Postflight Discussion

- Replay, Reflect, Reconstruction, Redirect
- Questions

Step 5: Aeronautical Health Maintenance & Improvement Plan

- Personal Minimums Checklist
- Personal Proficiency Practice Plan
- Training Plan (if desired)

For aviation safety information and online resources, visit www.faasafety.gov.

SIDE 2**Ground Review****PILOT:**

- Experience:**
 - Recent Flight Experience (61.57)
- Responsibility:**
 - Authority (91.3)
 - ATC Instructions (91.123)
 - Preflight Action (91.103)
 - Safety Belts (91.107)
 - Flight Crew at Station (91.105)
- Cautions:**
 - Careless or Reckless Operation (91.13)
 - Dropping Objects (91.15)
 - Alcohol or Drugs (91.17)
 - Supplemental Oxygen (91.211)
 - Fitness for Flight (AIM Chapter 8, Section 1)

AIRCRAFT:

- Airworthiness:**
 - Basic (91.7)
 - Flight Manual, Markings, Placards (91.9)
 - Certification Required (91.203)
 - Instrument & Equipment Requirements (91.205)
 - ELT (91.207)
 - Position Lights (91.209)
 - Transponder Requirements (91.215)
 - Inoperative Instruments and Equipment (91.213)
- Maintenance:**
 - Responsibility (91.403)
 - Maintenance Required (91.405)
 - Maintenance Records (91.417)
 - Operation After Maintenance (91.407)
- Inspections:**
 - Annual, Airworthiness Directives, 100-Hour (91.409)
 - Altimeter & Pitot Static System (91.411)
 - VOR Check (91.171)
 - Transponder (91.413)
 - ELT (91.207)

ENVIRONMENT:

- Airports:**
 - Markings (AIM Chapter 2, Section 3)
 - Operations (AIM 4-3; 91.126, 91.125)
 - Traffic Patterns (91.126)
- Airspace:**
 - Altimeter Settings (91.121; AIM 7-2)
 - Minimum Safe Altitudes (91.119, 91.177)
 - Cruising Altitudes (91.159, 91.179; AIM 3-1-5)
 - Speed Limits (91.117)
 - Right of Way (91.113)
 - Formation (91.111)
 - Types of Airspace (AIM 3)
 - Controlled Airspace (AIM 3-2; 91.135, 91.131, 91.130, 91.129)
 - Class G Airspace (AIM 3-3)
 - Special Use (AIM 3-4; 91.133, 91.137, 91.141, 91.143, 91.145)
 - Emergency Air Traffic Rules (91.139; AIM 5-6)
- Air Traffic Control & Procedures:**
 - Services (AIM 4-1)
 - Radio Communications (AIM 4-2 & Pilot Controller Glossary)
 - Clearances (AIM 4-4)
 - Procedures (AIM 5)
- Weather:**
 - Meteorology (AIM 7-1)
 - Wake Turbulence (AIM 7-3)

EXTERNAL PRESSURE:

- Personal Minimums Checklist
- Risk Management (3-P Model)
- PTS Special Emphasis Items

Suggested Flight Activities

Note: Structure the flight portion as an out-and-back VFR XC, with one leg focused on XC procedures (including diversion and lost procedures) and the other leg focused on airwork (“physical airplane” skills). Suggested activities include:

AREA OF OPERATION (from Private Pilot PTS)

- Preflight preparation**
 - Weather Information
 - Cross-Country Flight Planning
 - Performance and Limitations
 - Operation of Systems
- Preflight Procedures**
 - Preflight Inspections
 - Cockpit Management
 - Before Takeoff Check
- Airport Operations**
 - Radio Communications
 - Airport, Runway, Taxiway Signs, Markings, and Lighting
- Takeoffs, Landings, and Go-Arounds**
 - Normal and Crosswind Takeoff/Climb
 - Normal and Crosswind Approach/Landing
 - Soft-Field Takeoff and Climb
 - Soft-Field Approach and Landing
 - Short-Field Takeoff
 - Short-Field Approach
 - Go-Around Rejected Landing
- Performance Maneuver**
 - Steep Turns
- Navigation**
 - Pilotage and Dead Reckoning
 - Navigation Systems and Radar Services
 - Diversion
 - Lost Procedures
- Slow Flight and Stalls**
 - Maneuvering During Slow Flight
 - Power-off Stalls
 - Power-on Stalls
 - Spin Awareness
- Basic Instrument Maneuvers**
 - Straight and Level Flight
 - Turns to Headings
 - Recovery from Unusual Flight Attitudes
 - Radio Communications/Nav Systems
- Emergency Operations**
 - Emergency Approach and Landing
 - Systems and Equipment Malfunctions
 - Automation Failure: Failure of Autopilot and Avionics
- Postflight Procedures**
 - After Landing, Parking, Securing

APPENDIX 7. SAMPLE PILOT'S INSTRUMENT EXPERIENCE SUMMARY

Pilot's Name: _____ **CFI:** _____

Address: _____

Phone(s): _____ **E-mail:** _____

Type of Pilot Certificate(s):

_____ Private
 _____ Commercial
 _____ Airline transport pilot (ATP)
 _____ Flight instructor

Rating(s):

_____ Instrument
 _____ Multiengine
 _____ Rotorcraft
 _____ Glider
 _____ Lighter-than-air (LTA)

Experience (pilot):

_____ Total time
 _____ Last 6 months
 _____ Average hours/month
 _____ Time logged since last instrument proficiency check (IPC)

Experience (aircraft):

Aircraft type(s) you fly _____

Aircraft used most often _____

For this aircraft: Total time _____ Last 6 months _____ Average hours/month _____

Experience (flight environment): Approximately how many hours logged in:

_____ Day visual flight rules (VFR)
 _____ Day instrument flight rules (IFR)
 _____ Instrument meteorological conditions (IMC)
 _____ Night VFR
 _____ Night IFR
 _____ Approaches
 _____ Approaches to minimums
 _____ Approaches in last 6 months

Type of Flying (external factors): What percentage of your flying is for:

_____ Pleasure
 _____ Business
 _____ Local
 _____ Cross country

Personal Skills Assessment:

Strengths as a pilot? _____

Areas for improvement? _____

Aviation goals? _____

APPENDIX 8. SAMPLE INSTRUMENT TRAINING AND PROFICIENCY PLAN

Pilot's Name: _____ **CFI:** _____

Date: _____ **Review Date:** _____

Instrument Training Goals

- _____ Certificate Level (Private, Commercial, airline transport pilot (ATP))
- _____ Ratings (Instrument, Multiengine Land (MEL), Airplane Single-Engine Sea (ASES), Airplane Multiengine Sea (AMES))
- _____ Phase in Pilot Proficiency (WINGS) Program
- _____ Instructor Qualifications (certificated flight instructor (CFI), CFI-instrument (CFII), multiengine instructor, advanced ground instructor (AGI), instrument ground instructor (IGI))

Other: _____

Instrument Proficiency Goals

Lower personal minimums to:

- _____ Ceiling
- _____ Visibility
- _____ Winds
- _____ Precision approach minimums
- _____ Non-precision approach minimums

Fly instrument flight rules (IFR)/instrument meteorological conditions (IMC) at least:

- _____ Times per month
- _____ Hours per month
- _____ Hours per year
- _____ Cross-country flights per year
- _____ Night hours per month

Make an IFR/IMC cross-country trip to: _____

Other: _____

Aeronautical Training Action Plan

APPENDIX 9. SAMPLE CERTIFICATED FLIGHT INSTRUCTOR'S INSTRUMENT PROFICIENCY CHECK (IPC) CHECKLIST

SIDE 1

References

14 CFR § 61.57(d)—Instrument Proficiency Check.

Except as provided in paragraph (e) of this section, a person who has failed to meet the instrument experience requirements of paragraph (c) for more than six calendar months may reestablish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards.

- (1) The instrument proficiency check must be—
- (i) In an aircraft that is appropriate to the aircraft category;
 - (ii) For other than a glider, in a flight simulator or flight training device that is representative of the aircraft category; or
 - (iii) For a glider, in a single-engine airplane or a glider.
- (2) The instrument proficiency check must be given by—
- (i) An examiner;
 - (ii) A person authorized by the U.S. Armed Forces to conduct instrument flight tests, provided the person being tested is a member of the U.S. Armed Forces;
 - (iii) A company check pilot who is authorized to conduct instrument flight tests under part 121, 125, or 135 of this chapter or subpart K of part 91 of this chapter, and provided that both the check pilot and the pilot being tested are employees of that operator or fractional ownership program manager, as applicable;
 - (iv) An authorized instructor; or
 - (v) A person approved by the Administrator to conduct instrument practical tests.

AC 61-65E

Completion of an Instrument Proficiency Check: § 61.57(d).

I certify that (First name, MI, Last name), (pilot certificate), (certificate number), has satisfactorily completed the instrument proficiency check of § 61.57(d) in a (list make and model of aircraft) on (date).

/s/ [date] J. J. Jones 987654321CFI Exp. 12-31-05

Note: No logbook entry reflecting unsatisfactory performance on an instrument proficiency check is required.

Checklist for

Instrument Proficiency Check

Step 1: Preparation

- Expectations
- Regulatory Review
- Cross-Country Flight Plan Assignment

Step 2: Ground Review

- English Language Proficiency (ELP)
- Preflight
- Taxi, Takeoff, Departure
- En Route
- Arrival and Approach
- Missed Approach

Step 3: Flight Activities

- Aircraft Control by Reference to Flight Instruments
- Systems and Procedures
- Aeronautical Decision-Making
- Stabilized Approaches and Landing

Step 4: Postflight Discussion

- Replay, Reflect, Reconstruction, Redirect
- Questions

Step 5: Aeronautical Health Maintenance & Improvement Plan

- Personal Minimums Checklist
- Personal Proficiency Practice Plan
- Training Plan (if desired)

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SIDE 2**Ground Review****PILOT:**

- Recency of Experience (61.57)
- PIC Responsibilities and Authority (91.3)
- Preflight Actions (91.103)
- Medical Facts for Pilots (AIM 8)

AIRCRAFT:

- Fuel Requirements (91.167)
- Equipment Check (VOR) (91.171)
- IFR Two-way Radio Communications Failure (91.185)
- Malfunction Reports (91.187)
- Required Instruments and Equipment (91.205)
- ELT (91.207)
- Aircraft Lights (91.209)
- Inoperative Instruments and Equipment (91.213)
- Altimeter and Pitot-Static System Tests (91.411)
- ATC Transponder Tests (91.413)

ENVIRONMENT:

- ATC Instructions (91.123)
- IFR Flight Plan (91.169)
- ATC Clearance and Flight Plan (91.173)
- TO and LDG in IFR (91.175)
- Minimum IFR Altitudes (91.177)
- IFR Cruising Altitudes (91.179)
- Course to be Flown (91.181)
- IFR Two-way Communications (91.183)
- Navigation Aids (AIM 1)
- Air Traffic Control (AIM 4)
- Air Traffic Procedures (AIM 5)

EXTERNAL PRESSURES:

- IFR Two-way Radio Communications Failure (91.185)
- Emergency Procedures (AIM 6)
- National Security and Interception Procedures (AIM 5-6)

Suggested Flight Activities

Note: Structure the flight portion as an out-and-back IFR XC, with one leg focused on XC procedures (including missed approach and diversion procedures) and the other leg focused on airwork (aircraft control). Suggested activities include:

AREA OF OPERATION

- Preflight Preparation**
 - Weather Information
 - Cross-Country Flight Planning
- Preflight Procedures**
 - Aircraft Systems Related to IFR Operations
 - Aircraft Flight Instruments and Navigation Equipment
 - Instrument Cockpit Check
- Air Traffic Control Clearances and Procedures**
 - Air Traffic Control Clearances
 - Compliance with Departure, En Route, and Arrival Procedures and Clearances
 - Holding Procedures
- Flight by Reference to Instruments**
 - Basic Instrument Flight Maneuvers
 - Recovery from Unusual Flight Attitudes
- Navigation Systems**
 - Intercepting/Tracking Navigational Systems and DME Arcs
- Instrument Approach Procedures**
 - Nonprecision Approach (NPA)
 - Precision Approach (PA)
 - Missed Approach
 - Circling Approach
 - Landing from a Straight-in or Circling Approach
- Emergency Operations**
 - Loss of Communications
 - One Engine Inoperative During Straight-and-Level Flight and Turns (Multiengine Airplane)
 - One Engine Inoperative—Instrument Approach (Multiengine Airplane)
 - Loss of Primary Flight Instrument Indicators
 - Automation Failure: Failure of Autopilot and Avionics
- Postflight Procedures**
 - Checking Instruments and Equipment

Advisory Circular Feedback Form

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by contacting the General Aviation and Commercial Division (AFS-800) or the Flight Standards Directives Management Officer.

Subject: AC 61-98C, Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check

Date: _____

Please check all appropriate line items:

An error (procedural or typographical) has been noted in paragraph _____ on page _____.

Recommend paragraph _____ on page _____ be changed as follows:

In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____

Date: _____