

CHAPTER 3

Flight Review

This chapter covers the requirements for the flight review and is designed to give the instructor who is conducting the review a general guide as to what should be covered during the review process. The flight review is not a test or check ride, but an instructional service designed to assess a pilot's knowledge, skills, and proficiency. For a more in depth discussion of flight reviews, refer to AC 91-98, Currency and Additional Qualification Requirements for Certificated Pilots.

WHO NEEDS A FLIGHT REVIEW?

All pilots require a flight review every 24 months with the following exceptions:

1. A person who has a pilot proficiency check 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 person who has satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program.
3. A student pilot need not accomplish the flight review required by this section provided the student pilot is undergoing training for a certificate and has a current solo flight endorsement as required under section 61.87.
4. A person who has passed a required pilot-in-command proficiency check under section 61.58, or under parts 121, 135, or 141.
5. A person who holds a current flight instructor certificate, and who has satisfactorily completed the renewal of a flight instructor certificate under the provisions in Title 14 of the Code of Federal Regulations (14 CFR) section 61.197 need not accomplish the 1 hour of ground training listed under the requirements of the flight review.

WHAT ARE THE REQUIREMENTS OF THE FLIGHT REVIEW?

Section 61.56 stipulates that a flight review must contain at least one hour of ground instruction and one hour of flight instruction. The instruction must include a review of the general operating and flight rules of part

91 and a review of those maneuvers and procedures that, at the discretion of the instructor giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate held. Instructors should tailor the review of general operating and flight rules to the needs of the pilot being reviewed to ensure the pilot can comply with all regulatory requirements and operate safely.

PREREVIEW CONSIDERATIONS

The flight review gives pilots the opportunity to ride with a flight instructor of their own choosing for an appraisal of their flying skills and proficiency, and to get further assistance and guidance in any areas in which they are deficient. Accident rates, however, suggest that, among other things, some instructors administering flight reviews may not sufficiently recognize and correct poor pilot technique or decision making capabilities. Since the maneuvers and procedures performed are at the discretion of the instructor giving the review, it's important that instructors adequately prepare for the review. An instructor can make the most of a flight review by beginning with an interview of the pilot to determine the nature of his or her flying and operating requirements. AC 61-98 suggests some of the elements to consider during this interview.

MAKE, MODEL, OR TYPE OF HELICOPTER FLOWN

While the regulations do not require an instructor to have any minimum amount of time in a particular make and model of helicopter for the purposes of giving a flight review, it is a good idea for the instructor to be familiar with the helicopter so the review can be conducted safely within the operating limitations of the helicopter to be used. Instructors conducting a flight review must hold a category, class, and, if appropriate, the type rating on their pilot certificate, as well as a category and class rating on their flight instructor certificate appropriate to the aircraft in which the review is to be conducted.

SFAR 73 has additional requirements for pilots to act as pilot in command in Robinson R-22 or R-44 helicopters. In order to act as pilot in command in either of these helicopters, the flight review has to be conducted in an R-22 or R-44 respectively.

NATURE OF FLIGHT OPERATIONS

Instructors giving a flight review should consider the type of flying usually done by the pilot before deciding how to conduct the review. Most pilots may want to review only emergency procedures, but other pilots might want to concentrate on areas of operation in which they lack experience or feel deficient.

REGENCY OF FLIGHT EXPERIENCE

The instructor should review the pilot's logbook to determine total flight time and recency of experience. This allows the instructor to evaluate the need for particular maneuvers and procedures in the flight review. Pilots who have not flown in several years may require an extensive review of the basic maneuvers and a more extensive review of part 91, as well as recent changes in airspace and other operating requirements. More experienced and current pilots may want to review advanced maneuvers. Regardless of flight experience, the flight review should include all areas in which the instructor determines that the pilot should receive training in order to operate safely.

AGREEMENT ON CONDUCT OF REVIEW

Once the areas of emphasis have been determined, you and the pilot should agree on how the review will be conducted. In this way, both will know what to expect, and the pilot receiving the assessment will know what material to study. Ensure that you discuss acceptable standards with the pilot. You may want to give examples of unsafe performance to clarify the guidelines. From this information, you can prepare a plan for completing the review. The plan should include a list of regulatory subjects to be covered, the flight maneuvers to be accomplished, and the sequence of events. (See Sample Flight Review Plan and Checklist on page 3-3.)

GROUND TRAINING CONSIDERATIONS

The ground portion of the flight review should focus on practical knowledge and regulations. Any new regulations, or regulations that have changed since a pilot's last flight review, should be discussed. Also, topics related to seasonal considerations should be touched upon. For example, in early fall it's a good idea to discuss winter flying considerations, while early spring may require a more thorough review of the effects of density altitude. Another subject that has received increased attention in general aviation is cockpit resource management (CRM). Although a hot topic in airline circles for several years, CRM is just beginning

to be recognized as useful in reducing accidents and improving efficiency in general aviation.

It is up to the instructor to make the ground portion of the review an interesting endeavor. One method is to use scenarios that provoke meaningful discussions and learning experiences.

IN-FLIGHT CONSIDERATIONS

During the flight portion, instructors should adjust the amount of time spent on each maneuver as the pilot's level of proficiency becomes apparent. Additional instruction may be provided in weak areas, or new concepts may be introduced. The flight review provides an excellent opportunity to help pilots correct bad habits that they may have developed since their last evaluation. After identifying the problem, point out the potential safety implications associated with the problem and provide instruction to help the pilot correct the situation. It should not be surprising to detect weak areas in a pilot's performance that were not anticipated by the pilot himself and/or brought out during the preflight interview.

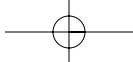
POSTREVIEW ACTIONS

One the most important phases of the flight review occurs as the instructor provides the pilot with an objective analysis of his or her performance. The postflight discussion should provide an assessment of the pilot's performance on each task as well as overall capabilities. Suggestions for improving weak areas should also be provided. If the instructor feels additional instruction is required in essential procedures, the review should simply be logged as a training flight. No logbook entry reflecting unsatisfactory performance should be made. The pilot may continue to exercise certificate privileges as long as 24 calendar months have not elapsed since the pilot's last flight review or proficiency check. After additional instruction is obtained, the pilot should schedule another flight review session. Following successful completion of the flight review, the instructor giving the review should endorse the pilot's logbook accordingly. The endorsement should follow the format contained in AC 61-65, *Certification: Pilots and Flight Instructors and Ground Instructors*:

Mr./Mrs. _____ holder of pilot certificate # _____ has satisfactorily completed the flight review required by §1.56 on _____ [date]

Signed _____ [date]

CFI # _____ Expiration _____



SAMPLE FLIGHT REVIEW PLAN AND CHECKLIST

Name _____ Date _____

Grade of Certificate _____ Certificate No. _____

Ratings and Limitations _____

Class of Medical _____ Date of Medical _____

Total Flight Time _____ Time in Type (if applicable) _____

Aircraft to be used: Make and Model _____ N# _____

Location of Review _____

I. Review of 14 CFR Part 91

Ground Instruction Hours: _____

Remarks: _____

II. Review of Maneuvers and Procedures from appropriate PTS (list in order of anticipated performance)

- A. _____
- B. _____
- C. _____
- D. _____
- E. _____
- F. _____
- G. _____
- H. _____
- I. _____
- J. _____

Flight Instruction Hours: _____

Remarks: _____

III. Overall Completion of Review

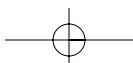
Remarks: _____

Signature of CFI _____ Date _____

Certificate No. _____ Expiration Date _____

I have received a flight review, which consisted of the ground instruction and flight maneuvers and procedures noted above.

Signature of Pilot _____ Date _____



SAMPLE LIST OF FLIGHT REVIEW KNOWLEDGE, MANEUVERS, AND PROCEDURES

Before beginning the flight review, it is a good idea to review the latest Practical Test Standard (PTS) to determine if there are new or changed standards, which you feel the pilot should know or understand.

ALL CATEGORIES AND CLASSES OF AIRCRAFT

- Pilot certificates and other part 61 requirements
- Aircraft performance and limitations
- Aircraft loading, weight, and balance
- Aircraft systems and operating procedures
- Abnormal and emergency procedures
- Flight planning and obtaining weather information
- Aircraft documents and records
- Avoidance of hazardous weather
- Air traffic control and airspace
- Preflight inspection
- Use of checklists
- Radio communication and navigation (if aircraft is equipped)
- Collision avoidance, traffic pattern operations, ground operations

- Navigation by pilotage
- Lost procedures
- Diversion

HELICOPTERS

- Normal takeoffs and landings to a hover and to the ground
- Confined area operations
- Maximum performance takeoffs
- Steep approach
- Pinnacle/platform operations
- Slope operations
- Rapid deceleration (quick stop)
- Running/roll-on landings
- Autorotations from altitude
- Hovering autorotations
- Discussion of dynamic rollover and ground resonance
- Settling with power (demonstration)
- Loss of tail rotor effectiveness
- Low rotor r.p.m. recovery
- System failures (ex. hydraulics, electrical, tail rotor, etc.)