

FLIGHT REVIEW

Dear Fellow Pilot,

Welcome to the *Flight Review* (formerly known as the biennial flight review). I thank you for the opportunity to earn your business. This flight review outline will help you not only accomplish the objective required by the Federal Aviation Regulations, but also help review areas most likely to cause aviation accidents. It is an opportunity for you to review weak areas in aeronautical knowledge and skill, and help you accomplish your aviation goals, all while becoming a safer, more competent pilot.

As you are most likely aware the flight review is required every 24 calendar months by Federal Aviation Regulations for all pilots who intend to act as pilot-in-command (PIC) of an aircraft. (FAR 61.56) The review is a *proficiency evaluation* designed to be accomplished in an *economical and expeditious manner* while providing a learning experience. (Advisory Circular 61-98A) It is NOT A CHECKRIDE per se, however for satisfactory completion of the review you will need to demonstrate competency to the level of the certificate you hold. The standards for your level of certification can be found in the *Practical Test Standards* publication, available to download at www.faa.gov. Please note that during the review attention will be focused on items, referred to as “special emphasis areas” as noted in the beginning of the PTS (i.e. checklist usage).

While FAR 61.56 states the minimum flight time required for a flight review, understand that the actual amount will vary based on how regularly a pilot flies.

Attached is a training syllabus consisting of some preparation items I’d ask you to complete prior to our meeting. You will notice that this style of review is a bit more in-depth than reviews you may have previously done. This is to ensure that all areas of operations are comprehensively covered. I’ve enclosed an open-book study guide review of the regulations, and a checklist. I will cover the items listed on the checklist, as well as any additional areas you would like to review. I’ve also attached a *Pilot Aeronautical History* form which I would ask that you complete and return to me as soon as possible. This will help me to assess your experience so that we can custom-tailor a flight review specifically for you.

My intent is not only to keep you safe and knowledgeable while exercising the privileges of your certificate, but also provide you an opportunity to learn something and most importantly, HAVE FUN! Your support will make this an enjoyable experience!

If you have any questions, please don’t hesitate to ask.

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FLIGHT REVIEW CHECKLIST

Step 1: Preparation (to be completed by the Pilot prior to the review)

- Pilot's Aeronautical History (complete and return ASAP)
- Flight Review Regulations Worksheet (open-book)
- Flight Review Preparation Course (www.faaafety.gov)
- AOPA Online Interactive Safety Courses (www.aopa.org/asf/)
- Cross-Country Flight Plan Assignment (for assistance use attached checklist)

Step 2: Ground Review (completed with CFI prior to flight)

- Regulatory Review
- Cross-Country Flight Plan Review
 - Weather & Weather Decision-Making
 - Risk Management & Personal Minimums
- General Aviation Security Issues

Step 3: Flight Activities (taken from Private or Commercial PTS)

- Physical Airplane (basic skills)
- Mental Airplane (systems knowledge)
- Aeronautical Decision-Making (ADM)

Step 4: Postflight Discussion

- Replay, Reflect, Reconstruct, Redirect
- Questions

Step 5: Aeronautical Health Maintenance & Improvement Plan

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

STEP 1: PREPARATION

PLEASE COMPLETE THE FOLLOWING PRIOR TO THE FLIGHT REVIEW

Completing these items ahead-of-time will assist you in accomplishing the requirements of FAR 61.56, as it relates to ground portion of the flight review. It will help you identify any strong areas, as well as help remind of you some things you may have not used for a while and may need some work on. It will also serve as a more economical means of covering the required material, rather than one-on-one with a CFI.

1. Complete the *Flight Review Regulations Worksheet* and bring to the review. This is an open-book worksheet in which you may use the FAR/AIM. Make sure you have a current copy!
2. Complete the Flight Review Preparation Course at www.faasafety.gov and bring the certificate of completion. This will be a scenario-based review of the regulations. Included is a pre-test which, if successfully completed will bypass the material and take you straight to a certificate of completion.
 - “Flight Review Prep Guide”
[faasafety.gov>learningcenter>online courses>flight review prep guide](http://faasafety.gov/learningcenter/online%20courses/flight%20review%20prep%20guide)
3. Do the following free online interactive safety courses from AOPA. Print and bring the certificates of completion with you. (Note: Completion time may vary from 15-60 minutes, depending on knowledge level). Completion of these courses also counts towards completion of the FAA Wings program.
 - “Runway Safety”
<http://flash.aopa.org/asf/runwaysafety/>
 - “Weather Wise: Ceiling and Visibility”
http://flash.aopa.org/asf/wxwise_ceilingvis/
4. Plan a VFR Cross-country as previously specified by the instructor. This will be a short cross-country (30-50 miles) with one leg focused on cross-country procedures and the other focused on flight maneuvers. In your planning be sure to do the following:
 - Complete a navigation log. This may be done manually using an electronic flight computer or E-6B (whiz wheel), or using an online flight planning source. (i.e. DUAT’s, AOPA, etc.)
 - Fill out a flight plan form (you do file a flight plan every time, right?)
 - Obtain a standard weather briefing (what different ways can you do it?)
 - Obtain information such as runway lengths, available lighting, radio aids to navigation, traffic delays, NOTAM’s, TFR’s, etc. (Where is this found?)
 - Calculate takeoff, climb, cruise, and landing performance based on real-time weather for the day of the flight. (How much runway are we going to use?)
 - Calculate weight and balance using actual aircraft data. (I weigh 180 lbs.)

REGULATORY REVIEW GUIDE

<u>PILOT</u>	<u>ENVIRONMENT</u>
<p>Experience: Recent flight experience (61.57)</p> <p>Responsibility: Authority (91.3) ATC Instructions (91.123) Preflight action (91.103) Safety belts (91.107) Flight crew at station (91.105)</p> <p>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, Sec. 1) 1</p> <p style="text-align: center;"><u>AIRCRAFT</u></p> <p>Airworthiness: Basic (91.7) Flight manual, markings, placards (91.9) Certifications required (91.203) Instrument & equip. requirements (91.205) -ELT (91.207) -Position lights (91.209) -Transponder requirements (91.215) -Inoperative instruments and equipment (91.213)</p> <p>Maintenance: Responsibility (91.403) Maintenance required (91.405) Maintenance records (91.417) Operation after maintenance (91.407)</p> <p>Inspections: Annual, AD's, 100-Hour (91.409) Altimeter & Pitot-Static System (91.411) VOR check (91.171) Transponder (91.413) ELT (91.207)</p>	<p>Airports Markings (AIM Chapter 2, Section 3) Operations (AIM 4-3; 91.126, 91.125) Traffic Patterns (91.126)</p> <p>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)</p> <p>Air Traffic Control & Procedures Services (4-1) Radio Communications (4-2 & Pilot/Controller Glossary) Clearances (4-4) Procedures (AIM 5)</p> <p>Weather Meteorology (AIM 7-1) Wake Turbulence (AIM 7-3)</p> <p style="text-align: center;"><u>EXTERNAL PRESSURES</u></p> <p>Personal Minimums Checklist Risk Management (3-P model) PTS Special Emphasis Items -spatial disorientation, wake turbulence and low level wind shear avoidance, checklist usage, positive exchange of flight controls, LAHSO, runway incursion avoidance.</p>

FLIGHT REVIEW REGULATIONS WORKSHEET

This is an open-book worksheet. Answers can be found in the current FAR/AIM.
It is NOT a pass/fail test.

1. (61.3) Which three documents are required to be in your personal possession when you are acting as PIC of an aircraft? _____
2. (61.23). If you are **under** 40 and you have a third class medical, how long is your medical good for? _____
3. (61.23) If you are **over** 40, and you have a third class medical, how long is your medical good for? _____
4. (61.57) What are the currency requirements to act as PIC of an aircraft during the day? _____
5. (61.57) At night? _____
6. (61.57) For the purpose of night currency, when must night landings be performed?

7. (91.3) The _____ of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft. The Pilot in Command may deviate from any rule to the extent to meet an _____.
8. (91.123) When an ATC clearance has been obtained, no pilot in command may deviate from that clearance unless:
 - a. _____
 - b. _____
 - c. _____
9. (91.123) Each pilot who is given priority by ATC in an emergency, shall submit a detailed report of that emergency within _____ to the manager of that ATC facility, _____ by ATC.
10. (91.103) What information is a pilot legally required to become familiar before each flight, and any flight not in the vicinity of the airport?

11. (91.107) No pilot may cause to be moved on the _____, _____, or _____ an aircraft, unless the Pilot in Command of that aircraft ensures that each person on board has been notified to fasten and is using his/her _____ and, if installed, _____.

12. (91.105) What are the requirements for crewmembers regarding seatbelts and should harnesses? _____
Passengers? _____

13. (91.13) No person may operate an aircraft in a _____ or _____ manner so as to endanger the life or property of another.

14. (91.15) May the Pilot in Command of a civil aircraft *allow any object to be dropped* from the aircraft? Why or Why Not? _____

15. (91.17) No person may act or attempt to act as crewmember of an aircraft within _____ hours of alcoholic consumption or while having a _____ % blood alcohol level or while _____ or while using any _____.

16. (91.211) List the *supplemental oxygen requirements* for the altitudes listed:
Above 12,500 to 14,000 MSL: _____

Above 14,000 MSL: _____

Above 15,000 MSL: _____

17. (AIM Ch. 8, Sec. 1) What does the following stand for?
IMSAFE _____

18. (91.7) No person may operate a civil aircraft unless it is in an _____.

19. (91.7, 9, 203) List the *certificates / documents* required aboard an aircraft during flight: 1. _____ 2. _____
3. _____ 4. _____

20. (91.205) List the instruments and equipment required for VFR *DAY flight*:

21. (91.205) What additional instruments/equipment are required for VFR *NIGHT flight*:

22. (91.207) How often must an ELT be inspected? When must the batteries be replaced? _____

23. (91.209) When are lighted aircraft position lights required? _____

24. (91.215) No person may operate an aircraft within _____ nautical miles of a Class _____ airspace from the surface upward to _____ feet MSL unless the aircraft is equipped with an operable Mode C transponder and the transponder is on.

25. (91.215) List the Classes of airspace that the Mode C transponder must be on and functioning:

26. (91.213) What procedure(s) must be followed if an instrument or equipment is inoperative in the airplane?

27. (91.403) The _____ or _____ of an aircraft is *primarily responsible* for maintaining that aircraft in an *airworthy condition*.

28. (91.409) What maintenance inspections are required for commercial and private use of an aircraft, and how often?

29. (91.126) When approaching to land at an airport without a control tower in Class G Airspace, each pilot of an airplane *must make all turns* of that airplane to the _____ unless that airport displays _____ or _____ indicating that turns should be made to the _____ .

In what publication will one find the direction of the traffic pattern for a given Runway at a particular airport? _____

30. (91.121) When an altimeter setting is not available at a given airport, the pilot should set the altimeter to _____ . How often should you obtain an altimeter setting during flight? _____

31. (91.119) What is the minimum safe altitude that a person may operate an aircraft anywhere? _____

Over a congested area? _____

Over other than a congested area? _____

32. (91.159) Each person operating an aircraft under VFR in level cruising flight more than _____ feet above the _____ shall maintain the appropriate VFR cruising altitude.

What are the VFR cruising altitudes below 18,000 feet MSL:

33. (91.117) Unless otherwise authorized or required by ATC, no person may operate an aircraft at or below _____ feet above the surface within _____ nautical miles of the primary airport of a Class _____ airspace area at an indicated airspeed of more than _____ knots (_____ m.p.h.).

No person may operate an aircraft in the airspace underlying a Class B airspace area designated for an airport or in a VFR corridor designated through a Class B airspace area, at an indicated airspeed of more than _____ knots (_____ mph).

34. (91.113) The general rule governing right-of-way when weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, is to _____ and _____ other aircraft.

The aircraft that has the right-of-way over all other traffic is an aircraft in

_____ .

Arrange in order the priority which aircraft have the right-of-way over others:

_____ Airship _____ Aircraft in Distress _____ Balloon
_____ Glider _____ Airplane or Helicopter

While on the base leg in an airport traffic pattern, you sight another airplane on a two-mile final. The airplane that has the right-of-way is the one

_____.

35. (91.111) No person may operate an aircraft so close to another aircraft as to create a _____.

36. (91.151) What are the fuel requirements for VFR *DAY* flight? _____ VFR *NIGHT* flight? _____

37. (91.155) No person may takeoff or land an aircraft, or enter the traffic pattern of an airport, under VFR, within the lateral boundaries of the surface of Class _____, Class _____, Class _____, or Class _____ airspace designated for an airport, unless the visibility (ground/flight) is at least _____ statute miles and the ceiling is not less than _____ feet.

37. (FAR 91.125) Complete the light gun signal chart below:

Signal	On the Ground	In the Air
Steady Green		
Flashing Green		
Steady Red		
Flashing Red		
Flashing White		

38. (91.155) Complete the Weather Minimum Chart below for airspace:

Airspace	Minimum Visibility	Cloud Distances
Class A		
Class B		
Class C		
Class D		
Class E (Below 10,000)		
Class G (Day)		
Class G (Night)		

ACCIDENT AND INCIDENT NOTIFICATION : NTSB 830
(NATIONAL TRANSPORTATION SAFETY BOARD)

39. (830.2) According to NTSB Part 830, an aircraft accident is an occurrence associated with the operation of an aircraft for the purpose of flight which results in _____ to any person _____
 _____ to the aircraft.

40. (830.5) List the incidents that would require the operator of any civil aircraft to immediately notify the NTSB field office:

PILOT'S CROSS-COUNTRY CHECKLIST

PILOT

- Review Personal Minimums Checklist
 - Recency (time/practice in last 30 days)
 - Currency (takeoffs & landings, IFR currency if applicable)
 - Terrain & airspace (familiarity?)
 - Health & well-being

AIRCRAFT

- Overall mechanical condition
- Avionics & systems
- Performance calculations
- Fuel requirements
- Other equipment

ENVIRONMENT

- Weather
 - Reports & forecasts
 - Departure
 - Enroute
 - Destination
 - Severe weather forecasts?
 - Weather stability?
 - Alternate required?
- Night
 - Flashlights available
 - Terrain avoidance plan
- Airspace
 - TFR's or other restrictions
 - COM/NAV equipment requirements
 - Cruising altitude(s)
- Terrain
 - VFR & IFR charts with MSA/MEA altitudes
 - AOPA/ASF Terrain Avoidance Planning
- Airports
 - COM/NAV requirements & frequencies
 - Runway lengths
 - Services available

EXTERNAL PRESSURES

- Family & passenger needs/expectations?
- Weather worries?
- Prepared for diversion (money, accommodations)?
- Time pressures (e.g. "must be at work" issues)?

FLIGHT ACTIVITIES

The flight portion of the review will consist of selected areas of operation listed below:

AREA OF OPERATION (from Private PTS)

I. PREFLIGHT PREPARATION

- A. Weather Information
- B. Cross-Country Flight Planning
- F. Performance and Limitations
- G. Operation of Systems

II. PREFLIGHT PROCEDURES

- A. Preflight Inspections
- B. Cockpit Management
- F. Before Takeoff Check

III. AIRPORT OPERATIONS

- A. Radio Communications
- C. Airport, Runway, Taxiway Signs, Markings & Lighting

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- A. Normal and Crosswind Takeoff and Climb
- B. Normal and Crosswind Approach and Landing
- C. Soft-Field Takeoff and Climb
- D. Soft-Field Approach and Landing
- E. Short-Field Takeoff and Climb
- F. Short-Field Approach and Landing
- L. Go-Around/Rejected Landing

V. PERFORMANCE MANEUVER

- A. Steep Turns

VI. NAVIGATION

- A. Pilotage and Dead Reckoning
- B. Navigation Systems & Radar Services
- C. Diversion
- D. Lost Procedures

VIII. SLOW FLIGHT AND STALLS

- A. Maneuvering During Slow Flight
- B. Power-Off Stalls
- C. Power-On Stalls
- D. Spin Awareness

IX. BASIC INSTRUMENT MANEUVERS

- A. Straight and Level Flight
- D. Turns to Headings
- E. Recovery from Unusual Flight Attitudes
- F. Radio Communications/Navigation Systems

X. EMERGENCY OPERATIONS

- A. Emergency Approach and Landing
- B. Systems and Equipment Malfunctions

XI. POSTFLIGHT PROCEDURES

- A. After Landing, Parking, Securing