

SECTION 8. FLIGHT REVIEWS AND COMPETENCY CHECKS

1. GENERAL. This section contains guidance on the background and conduct of various flight reviews and competency checks required by Federal Aviation Regulations (FAR) Part 61. These reviews are in addition to airman certification tasks and include:

- Flight Review
- High Performance Airplane Competency Check
- Instrument Competency Check
- Pilot Proficiency Check for aircraft requiring more than one pilot

3. INSPECTOR PARTICIPATION. The flight reviews and competency checks listed above are required by FAR Part 61 and are usually conducted by certificated flight instructors, designated pilot examiners, or pilot proficiency examiners. If, however, a pilot has obtained a flight review or competency check and, in that pilot's opinion, the outcome of the check was not satisfactory, the pilot may request a flight review or competency check from another instructor, an examiner, or an Federal Aviation Administration (FAA) inspector. If an inspector conducts the flight review or competency check and finds the pilot does not meet the standards for the original issuance of the pilot certificate or ratings that the pilot holds, the inspector should request the pilot to appear for a subsequent re-examination practical test. In this event, the inspector should follow the guidelines in chapter 26, Conduct a Re-Examination Test of an Airman under Section 609 of the FA Act.

5. APPLICATION FOR A FLIGHT REVIEW OR COMPETENCY CHECK. Inspectors shall require airman applying for any proficiency review or competency check to complete the top portion of FAA Form 8410-1, Airman Proficiency/Qualification Check (figure 1-8). Maneuvers listed on the form that are not applicable to the review given (e.g., a flight review for a visual flight rules (VFR) only pilot would not include "Instrument Procedures") would not be graded; the boxes would be left blank. The FAA Form 8410-1 should be kept in the appropriate district office file. Copies can be provided to employers, if applicable, or to the airman.

7. COMBINING FLIGHT REVIEWS AND COMPETENCY CHECKS. A pilot may elect to combine required flight reviews and checks. For example, a pilot who satisfactorily demonstrates competency in an aircraft requiring more than one pilot (FAR § 61.58) may also use this demonstration to meet the flight review requirement of FAR § 61.56.

For the purposes of the flight review, a single showing of competency in any aircraft shall suffice for all other categories or classes of aircraft for which the pilot is rated. Demonstrations of competency may also be associated with proficiency checks required by FAR Parts 121 or 135, or when the airman is applying for an additional category or class of pilot certificate or for a type rating.

9. EVALUATING THE FLIGHT REVIEW. The word "satisfactory" is used under FAR § 61.56 even though a flight review is not considered to be a practical test. The term is used only to provide the person giving the flight review a minimum standard on which to base judgement and comment as described in the regulation. If a pilot is denied a satisfactory endorsement for flight review, the pilot may continue to exercise certificate privileges provided the time period prescribed by the FAR has not elapsed since the last flight review. However, if the review has been conducted by an inspector, the pilot would not be able to exercise the certificate privileges until successfully completing a re-examination practical test under Section 609 of the FA Act.

11. LENGTH OF REVIEW. A flight review consists of the general operating and flight rules of FAR Part 91 and those maneuvers and procedures that are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate. There are no specific requirements for the particular items or maneuvers to be reviewed. These matters are left to the discretion of the person giving the flight review.

A. Minimum Training Time. The flight review consists of a minimum of 1 hour of ground instruction and 1 hour of flight instruction, except as provided for in FAR 61.56(d) and (e). A flight review may require more than 1 hour of ground instruction and 1 hour of flight instruction to complete a flight review. The FAR do not restrict the review to the minimum hour requirement. The person conducting the review determines whether more than 1 hour of flight and 1 hour of ground instruction are required for the review, depending on the experience and skills of the applicant.

B. Current Flight Instructor. Since an approved flight instructor refresher clinic (FIRC) contains a review of the general operating and flight rules of FAR Part 91, a person holding a current flight instructor certificate need not accomplish the 1 hour of ground instruction. However, the 1 hour of flight instruction is still required.

13. LOGBOOK ENDORSEMENTS.

A. Logbook Endorsement When Satisfactory. When a pilot has satisfactorily accomplished a flight review or competency check, the pilot's logbook or personal record must be endorsed by the person who gave the review. That endorsement should read substantively as follows:

MR./MS. [name of airman as it appears on airman certificate] HOLDER OF PILOT CERTIFICATE NO. [insert number as it appears on the airman certificate] HAS SATISFACTORILY COMPLETED A [type of review or competency check] ON [date] IN A [type of aircraft].

B. Logbook Endorsement When Unsatisfactory. If, in the opinion of the person conducting the flight, the pilot has not accomplished a flight review satisfactorily, that person shall endorse the pilot's logbook only to indicate the training received. There is no provision in the regulation for the failure of a flight review; therefore, there should be no logbook endorsement reflecting a failure.

15. RECENT INSTRUMENT EXPERIENCE, FAR § 61.57(E). FAR § 61.57(e)(1)(i) states that no person may act as pilot-in-command (PIC) under instrument flight rules (IFR) or in weather conditions less than the minimums prescribed for VFR unless that person has, within the past 6 calendar months, logged at least 6 hours of instrument time under actual or simulated IFR conditions. At least 3 hours must be in flight in the category of aircraft involved. This 6 hours of instrument time must include at least six instrument approaches of any kind. A pilot may also meet the recency of instrument experience requirements by passing an instrument competency check in the category of aircraft involved given by an FAA inspector, a member of the Armed Forces of the United States authorized to conduct tests in military aircraft, an FAA-approved check pilot, or a certificated instrument flight instructor.

A. Failure to Meet Instrument Currency. A pilot not meeting the instrument recency of experience requirement may not exercise the privileges of the instrument rating until the requirements are met. If the pilot fails to meet this recency of instrument experience for a period of 1 year, the pilot must pass an instrument competency check in the category of aircraft involved.

B. Instrument Competency Check. An instrument competency check must be accomplished in a category of aircraft in which the pilot is rated and shall consist of one or all of the procedures and maneuvers from the instrument pilot practical test standards as selected by the person conducting the

check. Instrument competency checks may be given by:

- (1) FAA inspectors;
- (2) instrument pilot examiners;
- (3) a certificated instrument flight instructor; and
- (4) an authorized U.S. Armed Forces instrument examiner when conducted as an instrument competency check.

C. Competency Check Unsatisfactory. If, in the opinion of the person conducting the instrument competency check, the pilot has not performed satisfactorily, no logbook endorsement is required. Flight instructors should be aware that the regulations do not provide for the failure of an instrument competency check; therefore, persons conducting instrument competency checks should not endorse a pilot's logbook to reflect failure. If the instrument competency check was overdue, the pilot shall not conduct IFR operations until an instrument check is satisfactorily accomplished.

D. Ground Trainers or Simulators. Any FAA inspector may, at the request of the pilot involved, authorize the use, or partial use, of an instrument round trainer or simulator that meets the requirements of FAR 141.41(a)(2) for all or part of the instrument competency check only.

17. HIGH PERFORMANCE AIRPLANE CHECK, FAR § 61.31(E). If a pilot has not logged flight time as a PIC of a high-performance airplane before November 1, 1973, the pilot must receive flight instruction from an authorized flight instructor in such an airplane and have an instructor endorse the logbook to the effect that the pilot is competent to operate a high performance airplane. For the purposes of this requirement, a high performance airplane is one that is powered by more than 200 horsepower, or has retractable landing gear, flaps, and a controllable pitch propeller, regardless of the horsepower.

19. SELF-LAUNCHING OR POWERED SAILPLANE FLIGHT CHECKS. Self-launching sail planes, powered sailplanes, motorized sailplanes or motorgliders have become an increasingly common and popular type of vehicle for use in aviation sport flying. Under current regulations, a glider pilot is limited to the types of launch demonstrated during the certification practical test. Appropriate limitations, if any, are placed on the pilot certificate when it is issued. However, there are no provisions, nor are any intended, for the issuance of a powered glider rating.

**FIGURE 1-8
FAA FORM 8410-1, AIRMAN PROFICIENCY/QUALIFICATION CHECK**

AIRMAN PROFICIENCY/QUALIFICATION CHECK				DATE OF CHECK 09-19-91	
				LOCATION CLEVELAND, Ohio	
NAME OF AIRMAN (Last, first, middle initial) Goode, Janet B.				TYPE OF CHECK FAR 125 - PIC	
EMPLOYED BY SATURN CORP		BASED AT (City and State) YOUNGSTOWN, Ohio		TYPE AIRCRAFT/SIMULATOR USED DOUGLAS DC-3	
NAME OF CHECK AIRMAN				BLOCK TIME 1.8 hr	
FLIGHT MANEUVERS GRADE (S-Satisfactory U-Unsatisfactory)					
PILOT			FLIGHT ENGINEER		
S - SATISFACTORY U - UNSATISFACTORY W - WAIVER (See Appendix F to 121)		AIR-CRAFT	SIMU-LATOR	ITEM	S U
PREFLIGHT					
1. EQUIPMENT EXAMINATION (Oral or written)		S		1. EQUIPMENT EXAM (Oral) (Written)	
2. * PREFLIGHT INSPECTION		S		2. PREFLIGHT CHECK OF AIRCRAFT	
3. TAXIING		S		3. COMPUTATION OF FUEL LOAD & FUEL LOADING PROCEDURE	
4. POWERPLANT CHECKS		S		4. COMPLETION OF COMPANY APPROVED FORMS	
TAKEOFFS					
5. NORMAL		S		5. STARTING, TAXI, AND RUNUP	
6. INSTRUMENT		S		6. POWERPLANT AND PROPELLER CONTROL	
7. CROSSWIND		S		7. CRUISE CONTROL AND COMPUTATIONS	
8. WITH SIMULATED POWERPLANT FAILURE		S		8. AIRCRAFT/POWERPLANT OPERATION ANALYSIS	
9. * REJECTED TAKEOFF		S		9. FUEL SYSTEM MANAGEMENT	
INSTRUMENT PROCEDURES					
10. * AREA DEPARTURE		S		10. AIR CONDITION & PRESSURIZATION CONTROL	
11. * HOLDING		S		11. ELECTRICAL SYSTEM OPERATION	
12. * AREA ARRIVAL		S		12. POWERPLANT FIRE CONTROL	
13. ILS APPROACHES		S		13. EMERGENCY GEAR AND FLAP EXTENSION	
14. OTHER INSTRUMENT APPROACHES		S		14. HEATER FIRE AND CARGO COMPARTMENT FIRE	
15. CIRCLING APPROACHES		S		15. SMOKE EVACUATION	
16. MISSED APPROACHES		S		16. EMERGENCY DEPRESSURIZATION	
INFLIGHT MANEUVERS					
17. * STEEP TURNS		S		17. FUEL DUMPING PROCEDURE	
18. * APPROACHES TO STALLS		S		18. POWERPLANT SHUTDOWN AND RESTART	
19. * SPECIFIC FLIGHT CHARACTERISTICS		W		19. DEICING AND ANTI-ICING	
20. POWERPLANT FAILURE		S		20. LOCATION AND USE OF EMERGENCY EQUIPMENT	
LANDINGS					
21. NORMAL		S		21. EMERGENCIES-HYDRAULIC, PRESSURIZATION, ETC.	
22. FROM AN ILS		S		22. CREW COORDINATION AND MONITORING	
23. CROSSWIND		S			
24. WITH SIMULATED POWERPLANT(S) FAILURE		S			
25. REJECTED LANDING		S			
26. FROM CIRCLING APPROACH		S			
27. NORMAL AND ABNORMAL PROCEDURES		S			
28. EMERGENCY PROCEDURES		S			
29. JUDGEMENT		S			
30. HOVERING MANEUVERS		NA			
31. RAPID DECELERATIONS (Quick stops)		NA			
32. AUTOROTATIONS (Single engine helo. only)		NA			
Items that may be waived are indicated by an asterisk (*) See Appendix F to FAR 121. All applicable items must be graded S, U or W.					
RESULT OF CHECK	<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED	CHECK AIRMAN'S PERFORMANCE		SATISFACTORY UNSATISFACTORY	
REGION GL	DISTRICT OFFICE FSDO 7	INSPECTOR'S SIGNATURE John J. Hightower John E. Hightower			

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