Certificates and Endorsements:

Student Pilot:

- 16 Years of Age
- Read Write, and Speak English Language
- Hold Third Class Medical (also is student pilot certificate)

PRE SOLO

STUDENT PILOT PRE SOLO ENDORESMENTS

1.) Pre-Solo Aeronautical Knowledge – 61.87(b)
(instructor must administer per-solo written test and go over results with student prior to solo)

2.) Pre-Solo Flight Training – 61.87(c)
(instructor must conduct flight training per CFR 61.87(c))

3.) Pre-Solo Flight Training at Night (if Applicable) – 61.87(c) and (m)
(instructor must conduct flight training per CFR 61.87(c)and(m))

SOLO

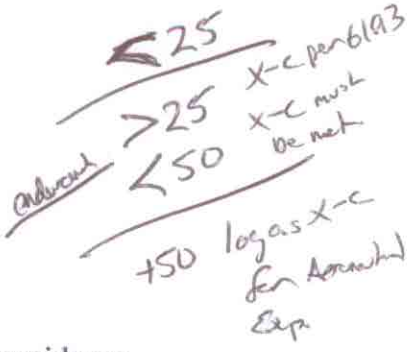
Aeronautical Knowledge Test Per CFR 61.87

- Applicable sections of Part 61 and 91 of 14CFR
- Airspace rules and procedures for solo operations
- Flight Characteristics for Make and Model of Aircraft Flown

(at conclusion of test, instructor must review all incorrect answers with the student)

Flight Training Per CFR 61.87: (applicable night training for Night Solo Endorsement)

- Pre-Flight Procedures
- Taxing and Run-ups
- Takeoff Procedures (Normal and Crosswind)
- Straight and Level Flight (w/turns in both directions)
- Climbs and Climbing Turns
- Flight and various speeds, cruise to slow flight
- Stalls, entry and recovery
- Emergency Procedures
- Approach to landing with a simulated engine failure
- Ground Reference Maneuvers
- Descents, with and without turns
- Airport Traffic Patterns – Entry and Departure Procedures
- Collision avoidance, wind shear avoidance, and wake turbulence avoidance
- Slips to a landing
- Go-Arounds
- Landings both normal and crosswind



Solo Cross Country Flight Training per 14CFR61.93(e)

- Use of aeronautical charts for VFR navigation including pilotage, dead reckoning, and with a compass
- Use of aircraft performance charts pertaining to cross country flight
- Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating flight visibility
- Emergency procedures
- Traffic Pattern Procedures – including area departure and area entry
- Procedures and operating practices for avoiding collision avoidance, wake turbulence, and wind shear avoidance
- Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross country is going to be flown
- Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and the use of the proper operational procedures and indications
- Use of radios for VFR navigation and two way communications
- Takeoff, approach, and landing procedures, including short field, soft field, and crosswind takeoffs approaches and landings
- Climbs at best angle and best rate and
- Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.

STUDENT PILOT ENDORSEMENTS:

1.) Solo Flight (each additional 90 day period) – 61.87(n)
    a. **ALSO… Back of Student Pilot Certificate… endorse solo in make/model aircraft**
2.) Solo Takeoffs and Landings at another airport within 25nm – 61.93(b)(1)
    a. To and From, NO Stopping (repeatable endorsement)
3.) Initial Solo Cross Country Flight Endorsement - 61.93(c)(1)
    *(instructor must give **training** in Cross Country procedures per 61.93(a)(2))*
4.) Solo Cross Country Flight (repeat for each x-c flight) – 61.93(c)(2)
    a. **Endorse back of Medical (SP Cert.) for X-C Solo in category of aircraft (once)**
    b. Instructor must **review flight planning** and find student safe and competent to make **each** of the solo flights prior to endorsing
5.) Repeated Solo Cross Country Flight not more than 50nm from the point of departure – 61.93(b)(2)
    a. Instructor must have completed **Cross Country Training** prior to endorsement
6.) Solo Flight in Class B airspace – 61.95(a)
    *(instructor must give ground and flight training in **THAT** portion of Class B airspace per 61.95(a)(2))*
7.) Solo Flight to, from, or at an airport in Class B Airspace – 61.95(a) and 91.131(b)(1)

*(instructor must give ground and flight training in **THAT** portion of Class B airspace per 61.95(b)(1))*

Private Pilot: (ASEL)

- 17 Years of Age
- Read, Write, and Speak English Language
- Third Class Medical Certificate (also is Student Pilot Certificate)
- Pass the Required Knowledge Test

Training:
40 Hours Total Time to include:
20 Hours DUAL (minimum) including: 20 (3-3-3-3)
- 3 Hours Cross Country Training
- 3 Hours Flight by reference to instruments 10 (5-3)
- 3 Hours Night Flying including:
    a. 10 Take Off's and Landings to a Full Stop
    b. 1 Night Cross Country flight (100 NM total distance)
- 3 Hours of training in Prep for the flight test within 60 days of the test

10 Hours SOLO (minimum) including:
- 5 Hours Solo Cross Country Flight
    a. To include one solo cross country flight of a minimum of 150nm (one leg at least 50 nm) with 3 full stop landings total at three different airports
- 3 Take Off's and Landings (minimum) at a tower controlled field

PRIVATE PILOT ENDORSEMENTS
1.) Aeronautical Knowledge Test – 61.35(a)(1), 61.103(d), and 61.105
2.) Flight Proficiency/Practical Test – 61.103(f), 61.107(b), and 61.109
3.) Certify Completion of pre-requisites for practical test – 61.39(a)(5)

Commercial Pilot: (AESL)

- 18 Years of Age
- Read, Write, and Speak English Language
- Second Class Medical Certificate
- Pass the required Knowledge Test
- Hold a Private Pilot's License (instrument rating preferred otherwise limitations on Commercial License)

Training:
250 Hours Total Time (no more than 50 in Sim) to include at least:
100 Hours in powered Aircraft
50 Hours Cross Country
20 Hours DUAL (minimum) including:
- 10 Hours Instrument Training

- 10 Hours of Training in a Complex Airplane (constant speed prop, retractable gear and flaps)
- Cross Country (Day VFR) – 2 Hrs (more than 100nm from point of departure)
- Cross Country (Night VFR) – 2 Hrs (more than 100nm from point of departure)
- (3 Hours of training in Prep for the flight test within 60 days of the test

10 Hours SOLO (minimum) including:

- Cross Country flight of at least 300nm, 3 landings at different airports, one leg 250nm (straight line) from original departure point
- 5 Hours Night VFR ; 10 Take Off's and Landings at a controlled airport at night

COMMERCIAL PILOT ENDORSEMENTS:

1.) Aeronautical Knowledge Test – 61.35(a)(1) and 61.123(c)
2.) Flight Proficiency/Practical Test – 61.123(e) and 61.127
3.) Certify Completion of pre-requisites for practical test – 61.39(a)(5)

Certified Flight Instructor: (CFI-ASEL)

- 18 Years of Age
- Read, Write, and Speak English Language
- Third Class Medical Certificate
- Pass the required Knowledge Tests (CFI/FOI)
- Hold a Commercial Pilot's License or ATP

Training:

1.) Receive training and receive Spin Endorsement
2.) Log at least 15 Hours as PIC in category/class of aircraft that rating is being sought in

FLIGHT INSTRUCTOR ENDORSEMENTS:

1.) Fundamentals of Instructing Knowledge Test – 61.183(d) and 61.185(a)(1)
2.) Aeronautical Knowledge – 61.185(a)and(b)
3.) Flight Proficiency – 61.187(a)
4.) Certify Completion of pre-requisites for practical test – 61.39(a)(5)
5.) Spin Training – 61.183(i)(1)

OTHER ENDORSEMENTS:

1.) Airman Seeking Additional Aircraft Rating (other than ATP) – 61.63(b)or(c)
2.) Completion of a flight review – 61.56(a)and(c)
   A. Complete One (1) Hour Ground Training and One (1) Hour Flight Training:
      1. Review must consist of current and general operating rules of 14CFR part 91
      2. and a review of those maneuvers and procedures that, the person giving the review feel is necessary to demonstrate the safe exercise of the privileges of the pilot's certificate
   B. Other ways to accomplish the BFR:

1. Pass a pilot proficiency check given by an examiner, or a designated check airman. (i.e. complete a additional rating)
2. Complete one or more phases of a of an FAA sponsored pilot proficiency program (i.e. WINGS)
3. A person who holds a CFI Certificate and completes the renewal of the CFI certificate need not accomplish the one (1) hour ground training

3.) **Certify Completion of pre-requisites for practical test – 61.39(a)(5)**
4.) **Retesting within 30 days of failure of a written test or practical test – 61.49**
5.) Completion of an FAA sponsored pilot proficiency award program (WINGS) – 61.56(e)
6.) Act as PIC in a complex Airplane – 61.31(e)
   A. Instructor must give both flight and ground training in the operations specified in 61.31(e) prior to endorsement
7.) **Act as PIC in a high performance airplane – 61.31(f)**
   A. Instructor must give both flight and ground training in the operations specified in 61.31(f) prior to endorsement
8.) **Act as PIC in a pressurized airplane capable of high altitude operations – 61.31(g)**
9.) **Act as PIC in a Tailwheel airplane – 61.31(i)**
   A. Instructor must give both flight and ground training in the operations specified in 61.31(i) prior to endorsement

MORE ENDORSEMENTS:

1.) Retesting after failure of a knowledge or practical test – 61.49
2.) Type rating only, already holds the appropriate class or category or class rating (other than ATP) – 61.63(d)(2)and(3)
3.) Type Rating concurrently with an additional category or class rating (other than ATP) – 61.63(d)(2)and(3)
4.) Type rating only, already holds the appropriate class or category or class rating (at the ATP level) – 61.157(b)(1)
5.) Type Rating concurrently with an additional category or class rating (at the ATP level) – 61.157(b)(1)
6.) Launch Procedures for operating a glider – 61.35(a)(1)

RENEWING A CERTIFIED FLIGHT INSTRUCTOR CERTIFICATE:

Flight Instructor Certificates are good for 24 Calendar Months
They may be renewed up tothree months prior to expiration (you may use all methods listed below)

HOW TO RENEW FLIGHT INSTRUCTOR CERTIFICATE:

1.) Pass a practical test for an additional flight instructor rating
2.) Show records that:
   A. In the preceding 24 calendar months you, the instructor, have endorsed at least 5 students for practical tests,

B. and at least 80% of the students you endorsed passed that test on the first attempt

3.) Show a record that:
   A. In the previous 24 calendar months you, the instructor, served as a: (in a Part 121 or 135 operation or a position involving the regular evaluation of pilots)
      1. Company Check Pilot
      2. Chief Flight Instructor
      3. Company Check Airman
      4. or Flight Instructor

4.) Show a graduation certificate, within the preceding 3 calendar months that you, the instructor, have successfully completed an approved flight instructor refresher course. Consisting of ground training, flight training, or both.

Recreational Pilots: (ASEL)

- 17 Years of Age
- Read, Write, and Speak English Language
- Third Class Medical Certificate (also is Student Pilot Certificate)
- Pass the Required Knowledge Test

Training:
30 Hours Total Time to include: (operations listed in CFR 61.98)
15 Hours DUAL (minimum) including:
- 2 Hours flight training enroute to an airport at least 25nm from where the applicant normally trains
- 3 Take Off's and Landings at an airport more than 25nm from where the applicant normally trains
- 3 Hours of training in Prep for the flight test within 60 days of the test

3 Hours SOLO (minimum)

RECREATIONAL PILOT ENDORSEMENTS:

1.) Aeronautical Knowledge Test – 61.35(a)(1) and 61.96(b)(3)
2.) Flight Proficiency/Practical Test – 61.96(b)(5), 61.98(a)and(b), and 61.99
3.) Certify Completion of pre-requisites for practical test – 61.39(a)(5)
4.) Recreational Pilot to operate within 50nm of the airport where training was received – 61.101(b)
5.) Recreational Pilot to operate as PIC on a flight that exceeds 50nm of the departure airport – 61.101(c)
6.) Recreational Pilot with less than 400 flight hours and not logged PIC time within the preceding 180 days – 61.101(f)
7.) Recreational Pilot to conduct solo flights for the purpose of obtaining an additional certificate or rating while under the supervision of an authorized flight instructor – 61.101(i)

INSTRUCTOR RECORDS OF ENDORSEMENTS

STUDENTS NAME:

CERTIFICATE NUMBER:

ENDORSEMENT		FAR §	DATE	RESULT
Student Pilot:	Presolo aeronautical knowledge	61.87(b)		
	Presolo flight training	61.87(c)		
	Solo each additional 90-day period	61.87(m)		
	Solo each additional 90-day period	61.87(m)		
	Solo each additional 90-day period	61.87(m)		
	Solo takeoff & landings at another airport within 25 NM	61.93(a)		
	Each solo cross-country flight on medical	61.93(d)(2)(i)		
	Each solo cross-country flight	61.93(d)(2)(i)		
	Each solo cross-country flight	61.93(d)(2)(i)		
	Each solo cross-country flight	61.93(d)(2)(i)		
	Repeated solo x-c within 50 nm from departure	61.93(d)(2)(ii)		
	Solo flights in a Class B airspace	61.95(a)		
	Solo flights to, from, or at an airport located within Class B airspace	61.95(b) and 91.131(b)(1)(ii)		
Private Pilot:	Aeronautical knowledge	61.35(a)(1) and 61.105(a)		
	Flight proficiency	61.107(a)		
	To certify completion of prerequisites for practical test	61.39(a)(5)		
Commercial Pilot:	Aeronautical knowledge	61.35(a)(1) and 61.125(a)		
	Flight proficiency	61.127(a)		
	To certify completion of prerequisites for practical test	61.39(a)(5)		
Instrument Rating:	Aeronautical knowledge	61.65(b)		
	Flight proficiency	61.65(c) or (d)		
	To certify completion of prerequisites for practical test	61.39(a)(5)		
Flight Instructor:	Aeronautical knowledge	61.185(a) and (b)		
	Flight proficiency	61.187(a)		
	For Spin training	61.187(a)(6)		
	To certify completion of prerequisites for practical test	61.39(a)(5)		
For an airman seeking an additional aircraft rating (other than ATP)		61.63(b) or (c)		
To certify completion of prerequisites for practical test:		61.39(a)(5)		
For retesting within 30 days of first failure of written or practical test:		61.49		
For completion of flight review:		61.56		
For completion of an Instrument competency check:		61.57(c)(2)		
For a pilot to act as a Pilot in command in a High performance airplane		61.31(e)		
For a pilot to act as Pilot in command in a Tailwheel airplane		61.31(g)		
For High altitude operations		61.31(f)		

FLIGHT TEST PREREQUISITES

PRIVATE PILOT

61.109

_____ 40 Hours Total Time

Dual:

_____ 20 Hours

- _____ 3 Hours of Cross Country
- _____ 3 Hours of Night
  - _____ Cross Country (over 100 nm total) ✓
  - _____ 10 Takeoffs and 10 Landings to a full stop ✓ ln
- _____ 3 Hours of Instrument Flight Training
- _____ 3 Hours of Preparation for Practical Test (within preceding 60 days)

Solo:

_____ 10 Hours

- _____ 5 Hours of Cross Country
- _____ Flight of 150 nm total; 3 landings; one leg 50 nm (straight line distance)
- _____ 3 Takeoffs and 3 Full Stop Landings at Tower Airport

INSTRUMENT RATING

61.65

_____ 50 Hours Pilot in Command Cross Country (10 hours in airplanes) ✓

_____ 40 Hours Simulated or Actual Instrument Time ✓

- _____ 15 Hours from CFII ✓
- _____ 3 Hours in Preparation for Practical Test (within preceding 60 days) ✓
- _____ Dual Cross Country of 250 nm (3 different kinds of approaches at three different airports) ✓ TOTAL DIST

COMMERCIAL PILOT

_____ 250 Hours (no more than 50 in simulator) ✓

_____ 100 Hours in Powered Aircraft (50 must be in airplanes)

_____ 50 Hours Cross Country

Dual:

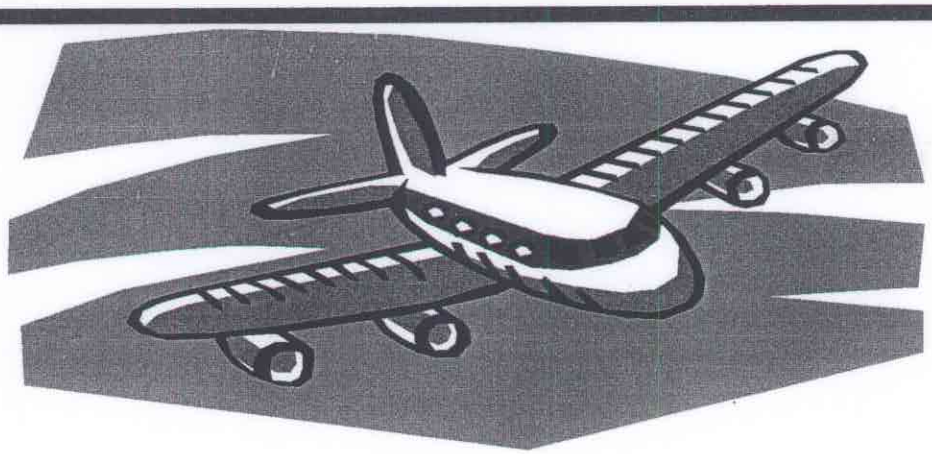
_____ 20 Hours of Training

- _____ 10 Hours of Instrument Training
- _____ 10 Hours of Training in Complex Airplane
- _____ Cross Country (VFR) 2 hrs (more than 100 nm from point of departure)
- _____ Cross Country (night VFR) 2 hrs (more than 100 nm from point of departure)
- _____ 3 Hours in Preparation for Practical Test (within preceding 60 days)

Solo:

_____ 10 Hours ✓

- _____ Cross Country of at least 300 nm; 3 points of landing; one leg 250 nm (straight line) from the original departure point
- _____ 5 Hours Night VFR ; 10 Takeoffs and Landings at Controlled Airport



FAA Requirements for the Private Pilot Certificate

1) Third Class Medical Certificate (student pilot certificate)

2) FAA Private Pilot Written Exam passed

3) Flight Training --

40 Hours Total time to include:

20 Hours Dual Instruction (minimum) including:

- 3 hours cross-country training
- 3 hours flight by reference to instruments
- 3 hours night flight including:
  - 10 Take Offs and Landings to a full stop
  - 1 Night cross-country flight (100 miles min.)
- 3 hours in preparation for the flight test

10 hours Solo flight (minimum) to include:

- 5 hours Solo cross-country flight — 50 nm - 3 stops (full stop Landings.)
  - To include one solo cross-country of a min. of 150 miles
- 3 Take Offs and Landings (min.) at a tower controlled field.

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Private Pilot Training Syllabus

Phase I – Basic Aircraft Control and Operation

Introduction to flight:

- Aircraft pre-flight inspection
- Engine start and taxi procedures
- Climbs, turns, descents, straight and level flight
- Airspeed control, attitude flying, power management

Performance Maneuvers:

- 30 and 45-degree bank turns, 720 degree turns
- Flight at minimum controllable airspeed
- Stalls; power off and power on, Spins
- High altitude emergencies

Ground Reference Maneuvers:

- Rectangular patterns
- S-Turns across a road
- Turns around a point
- Low altitude emergencies

Airport Traffic Pattern:

- Normal and cross-wind take-offs
- Normal and cross-wind landings, with and without flaps
- Go-Arounds
- Slips to landing
- Traffic pattern emergencies
- Radio procedures

Phase II - Solo flight

Pre-Solo Written Test (FAA requirement)

First Solo flight:

- Traffic pattern
- Practice area
- Local airports (controlled and non-controlled)

Phase III – Cross Country Flight

Dual Cross Country flight:

- Navigation (pilotage, ded-reckoning, VOR)
- Use of charts and other publications
- Cross country flight planning
- Dual cross country flight
- Radio communication
- Lost procedures
- Flight by reference to instruments

Solo Cross-Country flight:

- Supervised solo flights to distant airports

Phase IV – Night Flying

Basic Night Operations

- Aircraft and Airport lighting
- Airport operations at night
- Night take offs and landings
- Night emergencies in flight

Night Cross-Country Flight (Dual)

- Navigation in darkness

Phase V – Flight Test

Preparation for Check Ride:

- Required 3 hours in preparation for the flight exam
- Review as necessary – Ground and Practical
- Private Pilot Practical Exam Completed!

Note: This is meant to serve as a basic guide to your progress toward achieving your Private Pilot license. It is not intended to be an all-inclusive list of knowledge areas to be covered toward that goal. This flight training syllabus is designed to run concurrently with or following a regular ground study program.

STUDENT FLIGHT TRAINING RECORD

Name:
Address:
Telephone:

Training Subject	Introduced date	Solo Regs date	X- Country Solo Regs date
Preflight			
Engine Starting			
Aircraft Systems			
Taxing Normal			
Taxing Crosswind			
Before Takeoff Check			
Radio Communication			
Radio Navigation			
Four Fundamentals			
Traffic Pattern			
Climbing/Descending Turns			
Steep Turns			
Ground Reference Maneuvers			
Normal Takeoff/Landing			
Go-arounds			
Emergency Procedures			
Crosswind Takeoff/landing			
Short Field Takeoff/landing			
Soft Field Takeoff/Landing			
Forced Landings			
Slips to Landing			
Power-off landings			
Slow Flight			
Stall/Stall Recovery			
Spin Awareness/Recovery			
Aircraft Control (hood)			
Flight Planning			
Operational Limitations			
Aircraft Systems			
Charts			
Night Flight			

*Note: Subjects in **bold** are required before solo, all others are required for solo cross country*

U.S. Department of Transportation
Federal Aviation Administration

WINGS PROGRAM Advisory Circular

BLUE FORM

Subject: PILOT PROFICIENCY AWARD PROGRAM

Date: 4/26/96 AC No: 61-91H
Initiated by: AFS-810 Change:

1. PURPOSE. This advisory circular (AC) describes the Federal Aviation Administration's (FAA) Pilot Proficiency Award Program and outlines the eligibility requirements for pilots to qualify for Phase I through Phase XX Pilot Proficiency Awards.

2. OBJECTIVE. Regular proficiency training is essential to the safety of all pilots and their passengers. The objective of the Pilot Proficiency Award Program is to provide pilots with the opportunity to establish and participate in a personal recurrent training program. Aviation safety is a cooperative effort of all members of the aviation community. The FAA encourages each pilot to establish a regular recurrent training program and invites pilots to participate in the Pilot Proficiency Award Program.

3. CANCELLATION: AC 61-91G, Pilot Proficiency Award Program, dated 8/4/94, is canceled.

4. WHO MAY PARTICIPATE. All pilots holding a recreational pilot certificate or higher and a current medical certificate, when required, may participate. In addition, uncertificated pilots of qualified ultralight vehicles under Title 14 of the Federal Code of Regulations (14 CFR) part 103 may participate. Requests to participate in the program should be made to a certificated flight instructor, an appointed Aviation Safety Counselor (ASC), or the Safety Program Manager (SPM) in the local FAA Flight Standards District Office (FSDO).

5. INCENTIVE AWARDS - PILOT WINGS AND CERTIFICATE. The Pilot Proficiency Award Program is now a 20-phase program. Upon completion of each of the first 10 phases, pilots become eligible to wear and are presented with a distinctive lapel or tie pin (wings) and a certificate of completion. Phase I wings are plain bronze tone. Phase II wings are silver tone with a star added. Phase III wings are gold tone with a star and wreath. Phase IV wings are gold tone and have a simulated ruby mounted in the shield. Phase V wings are gold tone with a rhinestone mounted in the shield. Phase VI wings are gold tone with a simulated sapphire mounted in the shield. Phases VII, VIII, and IX wings are gold tone with the appropriate Roman numeral displayed within the wreath. Phase X wings are bright gold tone with the Roman numeral X and shield located within a ring of 10 stars. No complimentary wings will be issued. Pilots, regardless of certificate type, ratings, or position, must earn the privilege of wearing the pilot proficiency wings. A pin and certificate will be awarded for Phases I through X. A certificate only will be awarded for Phases XI through XX.

> **NOTE: Seaplane-rated pilots who specify "seawings" on their proficiency record/ wings application form and complete the requirements listed below for seaplanes and amphibians will receive a distinctive seawings pin.**

6. PARTICIPATION IN THE PILOT PROFICIENCY AWARD PROGRAM IN LIEU OF A FLIGHT REVIEW. A pilot need not accomplish the flight review requirements of 14 CFR part 61, § 61.56 if, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, he or she has satisfactorily completed one or more phases of an FAA-sponsored Pilot Proficiency Award Program in an aircraft (reference § 61.56(f)).

7. TRAINING REQUIREMENTS PHASES I THROUGH XX. Minimum requirements, which include specific subjects and flight maneuvers, have been established for airplanes, seaplanes and amphibians, rotorcraft, gliders, lighter-than-air aircraft, and ultralights. The required training profiles represent those phases of operation that have been identified by accident reports as phases most likely to produce accidents. These training profiles are established for each category of aircraft. Pilots may select the category and class of aircraft or ultralight in which they wish to receive their flight training. All training must place special emphasis on safety of flight operations. All training requirements for each phase of the program must be completed within 12 months. After completing a phase of the program, pilots may begin working on the requirements of the succeeding phase at any time; however, 12 months must pass between the date of completion of a phase and application for the award for the next phase.

a. Airplanes.

(1) One hour of flight training to include basic airplane control, stalls, turns, and other maneuvers directed toward mastery of the airplane.

(2) One hour of flight training to include approaches, takeoffs, and landings, including crosswind, soft field, and short field techniques.

(3) One hour of instrument training in an airplane, FAA-approved aircraft simulator, or training device.

b. Seaplanes and Amphibians.

(1) One hour of flight training in a seaplane or amphibian to include a demonstration by the applicant of a complete seaplane or amphibian passenger safety briefing, a weight and balance computation and interpretation for the actual flight, a review and evaluation of the current and forecast weather, and on-the-water training in docking, beaching and anchoring, and maneuvering in confined areas.

(2) One hour of flight training in a seaplane or amphibian to include landing area assessment, safe approaches and departures, takeoffs, and landings, including crosswind, rough water, and glassy water techniques. (Conditions may be simulated.)

(3) One hour of flight training in a seaplane or amphibian to include power-on and power-off stalls in various configurations with minimum altitude loss, power-off emergency landings, step taxi, step turns, rapid decelerations from the step, and emergency procedures. In addition to the 1 hour of flight time (*not included* in the 1 hour), there must be a discussion of stall avoidance and prevention techniques.

NOTE: If the applicant is not qualified *and* current in accordance with § 61.57 for instrument flight, 1 additional hour of basic instrument training with emphasis on partial panel approaches, inadvertent penetration into instrument meteorological conditions (180° turn), descent into visual meteorological conditions, and safe operations shall be accomplished in an airplane, seaplane, FAA-approved aircraft simulator, or training device for each odd-numbered award phase (Phase I, III, V, etc.).

c. Rotorcraft.

(1) One hour of ground training to include use of the rotorcraft flight manual to determine operating limitations, weight and balance computations, performance data, aircraft servicing, use of optional equipment, and standard emergency procedures.

(2) One hour of flight training to include airport and traffic pattern operations, including departures from a hover (helicopter only), normal and crosswind approaches and landings, maximum performance takeoffs, and steep approaches.

(3) One hour of flight training to include systems orientation, autorotative descents, power failure at a hover, settling-with-power, pinnacle/rooftop takeoffs and landings, and navigation procedures.

d. Gliders.

(1) One hour of ground training to include preflight operations, including installation of wings and tail surfaces, on-line inspection, use of glider operating limitations, weight and balance computations, performance data, and standard emergency procedures.

(2) One hour or three flights to include launch procedures, proper position during tow, emergency procedures such as a slack line or tow rope failure, and tow release procedures.

(3) One hour or three flights to include thermalling procedures, flight in close proximity to other aircraft, maneuvers at various performance

speeds, demonstration of best lift over drag (L/D) and minimum sink, and precision approaches and landings.

e. Lighter-Than-Air.

(1) One hour of ground training to include fuel management, refueling, proper inflation procedures, review of the flight manual, and proper weather check.

(2) One hour of flight training to include approaches, touch-and-go, level flight, rapid descent and level out, and simulated landing in a congested area.

(3) One hour of flight training to include relighting the pilot light, simulated high wind/short field landings, and other simulated emergency situations.

f. Ultralights. Pilot Proficiency Award Program training given in powered ultralight vehicles by United States Ultralight Association, Inc. (USUA)-approved flight instructors or other approved powered ultralight flight instructors will be accepted.

(1) One hour of ground training on preflight operations to include operating limitations, weight and balance computations, performance data, vehicle servicing, use of optional equipment, and standard emergency equipment.

(2) One hour of basic vehicle control, turns and other maneuvers directed towards mastery of the vehicle.

(3) One hour of flight training to include airport and traffic pattern operations, including departures, normal and crosswind approaches and landings, maximum performance takeoffs, and steep approaches.

g. Mountain Flying Course. Applicants who successfully complete an FAA-sponsored or FAA-sanctioned mountain flying course, including ground and flight training, may substitute this course for the safety meeting required by subparagraph h when completing all other mountain flying requirements.

(1) One hour of flight training to include basic airplane control, stalls, and other maneuvers with emphasis on the use and difference of performing these maneuvers in mountainous terrain and under high density altitude conditions.

(2) One hour of flight training to include approaches, takeoffs, and landings at or simulating mountain airports with high density altitudes.

(3) One hour of ground training to include effects of high density altitude, mountain terrain, and mountain weather conditions.

h. Safety Meetings.

(1) All applicants must attend at least one FAA-sponsored or FAA-sanctioned aviation safety seminar or industry-conducted recurrent training program.

(2) Attendance at an Aviation Safety Program aviation safety seminar must be verified in the pilot's logbook or other proficiency record. This verification must be signed by an FAA SPM, other FAA inspector, or an ASC involved in conducting the seminar.

(3) Attendance at a physiological training course conducted under the FAA/U.S. Air Force or U.S. Navy training agreements at various military installations in the United States is also acceptable as a safety meeting. It is necessary to complete AC Form 3150-7, Physiological Training Application/Agreement, to participate in physiological training. The form may be obtained from the SPM in the local FSDO or by a letter of request to:

Mike Monroney Aeronautical Center
Airman Education Programs, AAM-400
P.O. Box 25082
Oklahoma City, OK 73125

Pilots who do not wish to participate in physiological training need not complete the form. Pilots completing a physiological training course will receive FAA Form 3150-1, Physiological Training. A completed FAA Form 3150-1 must be submitted to the SPM for verification of course completion.

i. Training Substitution. Completion of a training program or a flight instructor refresher clinic conducted by various organizations such as flight schools, air carriers, or other training facilities may be substituted for the requirements of the Pilot Proficiency Award Program, if the minimums outlined in paragraphs 7a, b, c, d, e, f, and g are met.

j. Aircraft Accidents and Enforcement Actions. Involvement in an aircraft or ultralight vehicle accident and/or a pending or completed enforcement action will not preclude participation in the Pilot Pro-

ficiency Award Program. However, a pilot who has been involved in an accident or enforcement action should request that the flight instructor place special emphasis on the causal factors of the accident or enforcement action during pilot proficiency training. The instructor should focus the training on educating the pilot in ways to preclude future accidents or enforcement actions.

8. PILOT PROFICIENCY AWARDS EARNED BY FLIGHT INSTRUCTORS.

a. Phase I Through III Requirements. A certificated flight instructor, USUA-approved flight instructor, or other approved powered ultralight flight instructor may earn Phases I through III wings by providing the required instruction for completion of a phase of the Pilot Proficiency Award Program to three pilots (a minimum of 9 hours of instruction). To qualify for a Phase I wings award, an instructor must document the completion of the training he or she has given to at least three pilots and attend or participate in an aviation safety seminar or clinic. The instruction given must be in accordance with paragraphs 7a, b, c, or d, e, f, or g, as appropriate. The completion of the required instruction for three additional pilots and attendance or participation in an additional safety seminar or clinic is required to earn a Phase II award. An instructor may repeat the requirements stipulated for a Phase II award to earn a Phase III award.

b. Phase IV Through XX Requirements. Twelve months after the date of meeting the requirements for the Phase III award, a certificated flight instructor, USUA-approved flight instructor, or other approved powered ultralight flight instructor may apply for the Phase IV award. Phases IV through XX award wings and/or certificate may be earned by the successful completion of an evaluation or proficiency flight with a designated flight instructor examiner or an FAA operations inspector and by attending or participating in an aviation safety seminar or clinic. USUA-approved or other approved powered ultralight vehicle flight instructors may receive their evaluations or proficiency flights with a USUA-approved advanced flight instructor. Twelve months must pass between the date of completion of each phase and application for the award for the next phase.

c. Safety Meetings. Flight instructors and powered ultralight vehicle flight instructors must also attend or participate in at least one FAA-sponsored or FAA-sanctioned aviation safety seminar, attend an FAA-approved Flight Instructor Refresher Clinic, or complete a physiological training course as specified in paragraph 7h(3) to meet the requirements for each phase of the awards. Attendance must also be verified in the flight instructor's logbook or other proficiency record. This verification must be signed by an SPM, other FAA inspector, or any APC involved in conducting the above programs.

9. AWARDING OF THE PILOT PROFICIENCY WINGS AND CERTIFICATE.

a. Endorsement Verification. As pilots complete each step of training outlined in paragraphs 7 or 8, whichever is appropriate, their logbooks or other proficiency records must be endorsed by the persons who gave the instruction. That endorsement should read substantively as follows:

> Mr./Ms._____, holder of pilot certificate no._____, has satisfactorily completed the training requirements outlined in Advisory Circular 61-91H, paragraphs 7a, b, c, d, e, f, or g (state which)
> /s/ (date) M. Smith, 385652472CFI *or*
> /s/ (date) M. Smith, USUA Ultralight Instructor (or other approved instructor)123454
>
> **Note: In the case of ultralights, no certificate number is required.**

b. Award of Pilot Proficiency Wings and Certificate. The Pilot Proficiency Award certificate and the appropriate wings will be awarded after the pilot's logbook or other proficiency record (such as a properly documented "wings card") is presented to the SPM for verification of completion of training as stipulated in this AC.

William J. White
Deputy Director, Flight Standards Service