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by 61-91-A

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ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Subject: PILOT PROFICIENCY AWARD PROGRAM

1. PURPOSE. This advisory circular describes the Pilot Proficiency Award Program and outlines the eligibility requirements.

2. EFFECTIVE DATE. July 15, 1979, is the effective date for commencement of this program.

3. BACKGROUND.

a. In July of 1977, a new pilot safety program was introduced to the public in FAA's Central Region (Kansas, Nebraska, Iowa, Missouri) to cope with rising numbers of general aviation aircraft accidents attributable to pilot error. Designated the "Pilot Proficiency Program," it was designed to encourage general aviation pilots to voluntarily avail themselves of continuing training. A tie tack or lapel pin and a certificate of competence were given to those pilots who completed the program. Public response has been sufficient to justify continuing the program and expanding it on a national basis.

b. Federal Aviation Regulation Part 61.57 requires all pilots to obtain a flight and oral review with an appropriately-rated flight instructor once each two years (biennially) in order to act as pilot in command of an aircraft. The regulation does not prescribe any minimum flight time for the review nor does it specify the maneuvers to be flown. The Pilot Proficiency Award Program will reinforce the Biennial Flight Review by providing a mini-flight course with minimum instruction times and selected maneuvers prescribed.

c. The program will be demanding of pilots' time, critical of their performance, and will provide an excellent opportunity for them to re-evaluate their flight proficiency and knowledge and, at the same time, earn their wings and certificate.

4. WHO MAY PARTICIPATE. All pilots holding a private pilot certificate or higher and a current medical certificate may participate. Requests to participate in the program should be made to your local flight instructor,

Initiated by: AFS-806

Accident Prevention Program Safety Counselor, or the Flight Standards or General Aviation District Office.

5. INCENTIVE AWARDS - PILOT WINGS AND CERTIFICATE. Upon completion of each phase of the three-phase program, pilots become eligible to wear and will be presented a distinctive lapel or tie pin (wings) and certificate of completion. The Phase I wings will be plain, Phase II wings will have a star added, and Phase III wings will have a star and wreath. There will be no complimentary wings given. All pilots, regardless of type of certificate, ratings, or position (including FAA personnel), must earn the right to wear the Pilot Proficiency Wings.



6. PHASE I TRAINING REQUIREMENTS. Pilots may select the category and class of aircraft in which they desire to receive their operational training. All training requirements must be completed within 120 days after beginning training under the Pilot Proficiency Award Program. Certain training and flight maneuvers with specified training minimums have been established for airplanes, helicopters and gliders. The training profile chosen represents those phases of operation for each category of aircraft that have been identified from accident reports as most likely to produce accidents.

a. Airplanes.

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

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

(3) One hour of instrument training in an airplane or instrument simulator or training device.

b. Helicopters.

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

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

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

c. Gliders.

(1) One hour or three flights to include - basic aircraft control, airspeed control, maneuvering at slow airspeeds, and inadvertent stalls from normally anticipated attitudes.

(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 - safe thermalling procedures including 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.

d. Safety Meeting. All applicants must attend at least one aviation-related safety meeting, seminar, or clinic conducted under the auspices of the FAA District Office Accident Prevention Program to meet the requirement for the Phase I award. The District Office Accident Prevention Specialist or an Accident Prevention Program Safety Counselor may certify to the applicant's attendance at the meeting.

7. PHASE II AND PHASE III - REQUIREMENTS.

a. Twelve months after the date of meeting the final requirement for the Phase I award, a pilot may initiate action to qualify for the Phase II award. To qualify for the Phase II award, a pilot must repeat the same requirements under the same rules as stipulated in Phase I.

b. Twelve months after the date of meeting the final requirement for the Phase II award, a pilot may initiate action to qualify for the Phase III award. To qualify for the Phase III award, a pilot must repeat the same requirements under the same rules as stipulated in Phase I.

8. PILOT PROFICIENCY WINGS EARNED BY FLIGHT INSTRUCTORS. Pilot Proficiency Wings may be earned by flight instructors, based upon the number of pilots they certify through the program and their participation in safety clinics. Certification that they have provided the training required for completion of steps (1), (2), and (3), outlined in par 6a, b, or c, to three pilots (minimum of nine hours instruction) earns the Phase I wings. Certification of three additional pilots are required for Phase II wings and another three pilots for earning the Phase III wings. Instructors must additionally either attend or participate in a safety clinic to qualify for each phase of wings.

9. AWARDING OF THE PILOT PROFICIENCY WINGS AND CERTIFICATE.

a. As pilots complete each step of the training outlined in paragraph 6 of this advisory circular, their logbook must be endorsed by the person who

5/21/79

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, AC 61-91, paragraphs 6a(1), (2), or (3); or 6b(1), (2), or (3); or 6c(1), (2), or (3) (state which).

/s/ J. Jones

652472 CFI

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b. The Pilot Proficiency Award Certificate and the tie-tack wings will be awarded after the pilot's logbook is presented to an Accident Prevention Specialist for verification of training.

Note: There may be an occasional delay in the availability of pins, depending upon demands. However, certificates will be issued and the pins will be presented as soon as they become available.

10. FINIS. The intent of the Pilot Proficiency Award Program is to provide the incentive for pilots to establish a personal recurrency training program on a regular schedule. Air carriers, the FAA, and the military services require regular recurrent training for their pilots to assure that they maintain a high level of proficiency. Can general aviation afford anything less? SAFE FLIGHT IS NO ACCIDENT!


JAMES M. VINES
Acting Director
Flight Standards Service

4

Par 9

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