U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: PILOT PROFICIENCY AWARD PROGRAM **Date:** 7/20/87 **AC No:** 61-91E
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 to qualify for Phase I through Phase VI awards.

2. CANCELLATION. AC 61-91D, Pilot Proficiency Award Program, dated 8/10/84, is cancelled.

3. 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.

4. WHO MAY PARTICIPATE. All pilots holding a private pilot certificate or higher and a current medical certificate, when required, may participate. Requests to participate in the program should be made to a flight instructor, an appointed Accident Prevention Counselor, or the Accident Prevention Specialist in the local FAA Flight Standards or General Aviation District Office.

5. INCENTIVE AWARDS - PILOT WINGS AND CERTIFICATE. Upon completion of each phase of the six-phase program, pilots become eligible to wear and are presented a distinctive lapel or tie pin (wings) and a certificate of completion. The 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, and Phase VI wings are gold tone with a simulated sapphire mounted in the shield. No complimentary wings will be given. All pilots, regardless of type of certificate, ratings, or position, 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 12 months after beginning training under the Pilot Proficiency Award Program. Certain training and flight maneuvers, with specified training minimums, have been established for airplanes, rotorcraft, gliders, and lighter-than-air. 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 airplane control, stalls, turns, and other maneuvers directed toward 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, instrument simulator, or training device.

b. 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 normal 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 autorotative descents, power failure at a hover, settling-with-power, system or equipment malfunctions, slope takeoffs and landings, pinnacle/rooftop takeoffs and landings, and navigation procedures.

c. Gliders.

(1) One hour of ground training to include use of glider operating limitations, weight and balance computations, performance data, and normal 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 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. 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 precision 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.

e. Training Substitution. The 3 hours of required dual in each category of aircraft may be substituted by completion of a training program utilizing simulator and/or training devices, conducted by such organizations as FlightSafety International, Inc.; SimuFlite Training International, Inc.; and many of the nation's air carriers.

f. Safety Meetings.

(1) All applicants must attend at least one FAA or FAA-sanctioned aviation safety seminar or industry-conducted recurrent training program. FAA-sanctioned aviation safety seminars and recurrent training programs are conducted by such organizations as: Soaring Society of America, American Bonanza Society, and Balloon Federation of America.

(2) Attendance at an Accident Prevention Program aviation safety seminar must be verified in the pilot's logbook or other proficiency record. This verification must be signed by an FAA Accident Prevention Specialist, other FAA personnel, or any Accident Prevention Counselors 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. AC Form 3150-7, Physiological Training Application/Agreement, is required for this training and is available from the local Accident Prevention Specialist or from the Mike Monroney Aeronautical Center, Aeromedical Education Branch, AAM-140, P.O. Box 25082, Oklahoma City, OK 73125. Students completing a physiological training course should present a completed FAA Form 3150-1, Physiological Training, to the Accident Prevention Specialist for verification of course completion.

7. PHASE II, III, IV, V, AND VI TRAINING REQUIREMENTS.

a. Phase II. Twelve months after the date of meeting the final requirements 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 as stipulated for Phase I.

b. Phase III. Twelve months after the date of meeting the final requirements 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 as stipulated for Phase I.

c. Phase IV. Twelve months after the date of meeting the final requirements for the Phase III award, a pilot may initiate action to qualify for the Phase IV award. To qualify for the Phase IV award, a pilot must repeat the same requirements as stipulated for Phase I.

d. Phase V. Twelve months after the date of meeting the final requirements for the Phase IV award, a pilot may initiate action to qualify for the Phase V award. To qualify for the Phase V award, a pilot must not have been involved in an aircraft accident within the past consecutive 5 years in which he or she was determined to be at fault, and must repeat the same requirements as stipulated for Phase I.

e. Phase VI. Twelve months after the date of meeting the final requirements for the Phase V award, a pilot may initiate action to qualify for the Phase VI award. To qualify for the Phase VI award, a pilot must not have been involved in an aircraft accident within the past consecutive 6 years in which he or she was determined to be at fault, and must repeat the same requirements as stipulated for Phase I.

8. PILOT PROFICIENCY AWARD EARNED BY FLIGHT INSTRUCTORS.

a. Pilot proficiency wings may be earned by certificated 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 paragraphs 6a, b, c, or d to three pilots (minimum of 9 hours instruction) earns the Phase I wings.

b. Certification of three additional pilots, as stated in subparagraph a, is required to earn Phase II wings, and another three pilots must be certified before earning the Phase III wings.

c. After completion of the Phase III requirements, Phase IV may be earned by successful completion of an evaluation or proficiency flight with a designated flight instructor examiner or an FAA operations inspector. Twelve months after the date of meeting the requirements for the Phase IV award, a certificated flight instructor may initiate action to qualify for the Phase V award.

d. To qualify for the Phase V award, a certificated flight instructor must not have been involved in an aircraft accident within the past consecutive 5 years in which he or she was determined to be at fault. The same requirements as stated in this paragraph for the Phase IV award must also be repeated.

e. To qualify for the Phase VI award, a certificated flight instructor must not have been involved in an aircraft accident within the past consecutive 6 years in which he or she was determined to be at fault. The same requirements as stated in this paragraph for the Phase IV award must also be repeated.

f. Flight instructors must also attend or participate in at least one FAA or FAA-sanctioned aviation safety seminar, attend an FAA-approved Flight Instructor Refresher Clinic, or attend a physiological training course as specified in paragraph 6f(3) to meet the requirements for each phase of the award. Attendance must also be verified in the flight instructor's logbook or other proficiency record. This verification must be signed by an Accident Prevention Specialist, other FAA personnel, or any Accident Prevention Counselors involved in conducting the above programs.

9. AWARDING OF THE PILOT PROFICIENCY WINGS AND CERTIFICATE.

a. As pilots complete each step of the training outlined in paragraph 6, their logbook or other proficiency record must be endorsed by the person 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 61-91E, paragraphs 6a, b, c, or d (state which).
>
> /s/ J. Jones 652472 CFI Exp. 7/31/88

b. The Pilot Proficiency Award Certificate and the appropriate wings will be awarded after the pilot's logbook or other proficiency record is presented to the Accident Prevention Specialist for verification of completion of training as stipulated in this advisory circular.

10. SUMMARY. Aviation safety is a cooperative effort of all members of the aviation community. We encourage each pilot to establish a regular recurrent training program and invite your participation in the Pilot Proficiency Award Program.

Robert L. Goodrich
Director of Flight Standards

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