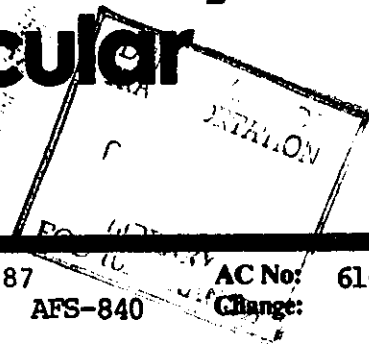




U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular



**Subject: SCOPE AND CONTENT OF BIENNIAL
FLIGHT REVIEWS**

Date: 9/1/87

Initiated by: AFS-840

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Change:

1. PURPOSE. This advisory circular (AC) provides information for certificated flight instructors (CFI) to use in determining the scope and content of the flight review required by Federal Aviation Regulations (FAR) Section 61.57(a). It is intended to supplement other Federal Aviation Administration (FAA) guidance materials and industry-developed guidelines for conducting the review and to ensure that each person giving a review performs a comprehensive assessment of the pilot's knowledge and skills.

2. BACKGROUND.

a. Under FAR Section 61.57(b), the biennial flight review consists of two parts:

(1) A review of current FAR Part 91 general operating and flight rules, and

(2) A review of those maneuvers and procedures which, in the discretion of the person giving the review, are necessary for the pilot to demonstrate that he/she can safely exercise the privileges of his/her pilot certificate.

b. There is no minimum amount of time required for a biennial flight review, nor are there specific requirements for particular procedures or maneuvers that must be reviewed.

c. Recommended practices for conducting and determining satisfactory completion of a biennial flight review are available in both FAA and industry publications. These include the current issue of AC 61-65, Certification: Pilots and Flight Instructors; and Guidelines for the Conduct of Biennial Flight Reviews, which was developed jointly by several industry organizations. Information on the availability of the latter publication is contained in the current issue of AC 60-12, Availability of Industry Developed Guidelines for the Conduct of the Biennial Flight Review. Neither publication, however, contains specific recommendations on the content of the review.

d. With the increasing complexity of the aviation operating environment, CFI's may desire more specific guidance on how to structure and plan a biennial flight review and develop content which is tailored to the needs of the pilot being reviewed. The CFI must be aware that the biennial flight review is not a test or check ride, but is an instructional service designed to assess a pilot's knowledge and skills and determine that he/she can continue to operate safely.

3. PRE-REVIEW CONSIDERATIONS. Prior to undertaking the review, the CFI should interview the pilot to determine the nature of his/her flying and operating requirements. Elements to consider should include, but not be limited to, the following areas:

a. Type of Equipment Flown. The maneuvers and procedures reviewed will vary, depending on the make and model of aircraft used. For example, a review in a light twin-engine aircraft should be different from one conducted in a small two-seat tailwheel aircraft without radio or extra instrumentation. The instructor may wish to recommend that the pilot take the review in the aircraft usually flown, or in the most complex make and model if several aircraft are flown regularly. Instructors should also consider their own experience and qualifications in a given make and model aircraft prior to giving a review in that model. For aircraft in which the CFI is not current or is not familiar, recent flight experience or sufficient knowledge of aircraft limitations, characteristics, and performance should be obtained prior to giving the review.

b. Nature of Flight Operations. The CFI should consider the type of flying generally performed by the pilot prior to establishing a plan for conducting his/her review. For example, a pilot conducting long-distance flights between busy terminal areas may need a different review than a pilot who generally flies in the local area from the same airport. Nevertheless, the CFI should consider the need for an indepth review of certain subjects or procedures if the type of flight operations is likely to change or if other circumstances exist. For example, a pilot who normally conducts only local flight operations may be planning to begin flying to a location with a Terminal Control Area (TCA). Another pilot may operate only a two-seat aircraft without radio but in close proximity to a TCA. In both cases, the CFI should include TCA requirements and operating procedures as part of the biennial flight review.

c. Amount and Recency of Flight Experience. The CFI should review the pilot's logbook to determine total flight experience and type and recency of experience in order to evaluate the need for particular maneuvers and procedures on the review. For example, a pilot who has not flown in several years may require an extensive review of basic maneuvers from the practical test standards appropriate to that pilot's grade of certificate. This same pilot may also require a more extensive review of FAR Part 91, including recent changes in airspace and other requirements. Another pilot who is upgrading to a newer or faster airplane should receive more emphasis on knowledge of aircraft systems and performance or in cross-country procedures appropriate to a faster airplane. Regardless of flight experience, the CFI should ensure that the plan includes all areas in which he/she determines that the pilot should receive a review in order to operate safely. In some cases, the CFI may wish to recommend that the pilot undertake a complete refresher program such as those included in the current issue of AC 61-10, Private and Commercial Pilots Refresher Courses.

d. After completing the analysis above, the CFI should review these considerations with the pilot and reach a mutually agreeable understanding regarding how the biennial review will be conducted. The CFI may wish to provide the pilot with reading or study materials or recommend such publications for study prior to actually undertaking the flight review. The CFI should also review with the pilot the standards under which satisfactory completion of the review will be measured.

4. REVIEW OF FAR PART 91 OPERATING AND FLIGHT RULES.

a. The CFI should tailor the review of general operating and flight rules to the needs of the pilot being reviewed. The objective is to ensure that the pilot can comply with regulatory requirements and operate safely in various types of airspace and under various weather conditions. As a result, the instructor should conduct a review that is broad enough to meet this objective, yet provide a more comprehensive and indepth review in those areas where the pilot's knowledge is not as extensive. In the latter instances, the instructor may wish to employ a variety of reference sources, such as the Airman's Information Manual, to ensure that the pilot's knowledge is current.

b. The review of FAR Part 91 rules is critical due to the increasing complexity of airspace and the need to ensure that all pilots are familiar with TCA's, Airport Radar Service Areas (ARSA's), and other types of airspace. The biennial flight review may be the only regular proficiency and updating period experienced by some pilots. Accordingly, instructors should place appropriate emphasis on this part of the review.

c. The following outline may provide the instructor with a useful format for organizing the FAR Part 91 review and ensuring that essential areas are covered. The review should be expanded in those areas where the pilot's knowledge is less extensive.

<u>MAJOR SUBPART AND CATEGORY</u>		<u>EXAMPLES</u>
A. <u>Subpart A - General</u>		
1. Pilot actions and responsibilities	91.5 91.14	Preflight action Use of safety belts and shoulder harnesses
2. Use of alcohol and drugs	91.11	Alcohol or drugs
3. Fuel requirements	91.22	Fuel requirements for flight under VFR
4. Equipment requirements	91.24 91.52	Air Traffic Control (ATC) transponder altitude reporting equipment and use Emergency locator transmitters
5. Airworthiness requirements	91.31	Civil aircraft flight manual, marking, and placard requirements
6. Special situations (if appropriate)	91.17 91.32	Towing: Gliders Supplemental oxygen

<u>MAJOR SUBPART AND CATEGORY</u>	<u>EXAMPLES</u>
B. <u>Subpart B - Flight Rules</u>	
1. Normal operations	91.65 Operating near other aircraft 91.71 Acrobatic flight
2. Air Traffic Control requirements	91.75 Compliance with ATC clearances and instructions 91.77 ATC light signals
3. Operations around airports	91.89 Operation at airports without control towers
4. Airspace requirements (with emphasis on pilot and equipment requirements, airspace differences, operational procedures, and sources of data on airspace)	91.88 Airport radar service areas (ARSA's) 91.90 Terminal control areas (TCA's) 91.95 Restricted and prohibited areas
5. Visual flight rules	91.105 Basic VFR weather minimums
6. Instrument flight rules (if appropriate)	91.116 Takeoff and landing under IFR
7. Special situations (if appropriate)	91.102 Flight limitation in the proximity of space flight operations
C. <u>Subpart C - Maintenance, Preventive Maintenance, and Alterations</u>	
1. General requirements	91.165 Maintenance required
2. Inspection requirements	91.169 Inspections 91.171 Altimeter system and altitude reporting equipment tests and inspections
3. Maintenance records	91.173 Maintenance records
D. <u>Subpart D - Large and Turbine-Powered Multiengine Airplanes</u>	Should only be covered if appropriate. Pilot may be subject to requirements of FAR Section 61.58 in lieu of biennial flight review

MAJOR SUBPART AND CATEGORYEXAMPLESE. Subpart E - Operating Noise Limits

Should only be covered if appropriate to equipment operated.

5. REVIEW OF MANEUVERS AND PROCEDURES.

a. The maneuvers and procedures covered during the review are those which, in the discretion of the CFI conducting the review, are necessary for the pilot to demonstrate that he or she can safely exercise the privileges of their pilot certificate. Accordingly, the instructor should evaluate the pilot's skills and knowledge to the extent necessary to ensure that he/she can safely operate under a wide range of conditions and within regulatory requirements.


b. The instructor may wish to prepare a preliminary plan for the flight review based on an interview or other assessment of the pilot's qualifications and skills. A sequence of maneuvers should be outlined to the pilot taking the review. For example, this may include a flight to the practice area or to another airport, with maneuvers accomplished while en route. It could also include a period of simulated instrument flight time. The instructor should request the pilot to conduct whatever preflight preparation is necessary to conduct the planned flight. Examples of such activities may include checking weather, calculating required runway lengths, calculating weight and balance, completing a flight log, filing a flight plan, and/or conducting the preflight inspection.

c. Prior to commencing the flight portion of the review, the instructor should discuss various operational areas with the pilot. This oral review could include, but not necessarily be limited to, areas such as aircraft systems, speeds and performance; meteorological and other hazards, such as wind shear and wake turbulence; and operations in controlled airspace, such as TCA's. The emphasis during this discussion should be on practical knowledge of recommended procedures and regulatory requirements.

d. Regardless of the pilot's experience, the instructor may wish to review at least those maneuvers considered critical to safe flight, such as stalls, flight at minimum controllable airspeed, and takeoffs and landings. Based on his/her in-flight assessment of the pilot's skills, the instructor may wish to add other maneuvers from the practical test standards or flight test guide appropriate to his/her grade of pilot certificate.

e. The in-flight review need not be limited to evaluation purposes. The instructor may desire to provide additional instruction in weak areas or, based on mutual agreement with the pilot, defer this instruction for a followup flight.

6. POST-REVIEW CONSIDERATIONS. Upon completion of the review, the instructor should debrief the pilot and inform him/her whether the review was satisfactory or unsatisfactory. Regardless of this determination, the instructor should provide the pilot with a comprehensive analysis of his/her performance, including any weak areas. The instructor should not endorse the pilot's logbook to reflect an unsatisfactory review, but should sign the logbook to record the instruction given. The endorsement for a satisfactory review should be in accordance with the current issue of AC 61-65, which also provides additional guidance to the instructor with regard to the conduct and satisfactory completion of the flight review.


William T. Brennan
Acting Director of Flight Standards