Pilot's Aeronautical History for Flight Review

Pilot's Name:_____ CFI:_____
Address:_____
Phone(s):_____ e-mail:_____

Type of Pilot Certificate(s):
Private_____ Commercial_____ ATP_____ Flight Instructor_____

Rating(s):
Instrument_____ Multiengine _____

Experience (Pilot):
Total time_____ Last 6 months_____ Avg hours/month_____

Time logged since last flight review_____ Since last IPC_____

Experience (Aircraft):
Aircraft type(s) you fly_____
_____

Aircraft used most often_____

For this aircraft:
Total time_____ Last 6 months_____ Avg hours/month_____

Experience (Flight environment):

Since your last flight review, approximately how many hours have you logged in:

Day VFR_____ Day IFR_____ IMC_____
Night VFR_____ Night IFR_____

Mountainous terrain_____ Overwater flying_____

Airport with control tower_____ Airport w/o control tower_____

Type of Flying (External factors):

What percentage of your flying is for:
Pleasure_____Business_____ Local_____ XC_____

Personal Skills Assessment:
What are your strengths as a pilot?_____
What do you most want to practice/improve?_____
What are your aviation goals?_____

Regulatory Review Guide

Pilot	**Experience**: Recent flight experience (61.57) **Responsibility**: Authority (91.3) ATC Instructions(91.123) Preflight action (91.103) Safety belts (91.107) Flight crew at station (91.105) **Cautions**: Careless or reckless operation (91.13) Dropping objects (91.15) Alcohol or drugs (91.17 Supplemental oxygen (91.211) Fitness for flight (AIM Chapter 8, Section 1)
Aircraft	**Airworthiness**: Basic (91.7) Flight manual, markings, placards (91.9) Certifications required (91.203) Instrument & equipment requirements (91.205) -ELT (91.207) -Position lights (91.209) -Transponder requirements (91.215) -Inoperative instruments and equipment (91.213) **Maintenance**: Responsibility (91.403) Maintenance required (91.405) Maintenance records (91.417) Operation after maintenance (91.407) **Inspections**: Annual, Airworthiness Directives, 100-Hour (91.409) Altimeter & Pitot Static System (91.411) VOR check (91.171) Transponder (91.413) ELT (91.207)
enVironment	**Airports** Markings (AIM Chapter 2, Section 3) Operations (AIM 4-3; 91.126, 91.125) Traffic Patterns (91.126 **Airspace** Altimeter Settings (91.121; AIM 7-2) Minimum Safe Altitudes (91.119, 91.177) Cruising Altitudes (91.159, 91.179; AIM 3-1-5) Speed Limits (91.117) Right of Way (91.113) Formation (91.111) Types of Airspace (AIM 3) -Controlled Airspace (AIM 3-2; 91.135, 91.131, 91.130, 91.129) -Class G Airspace (AIM 3-3) -Special Use (AIM 3-4; 91.133, 91.137, 91.141. 91.143, 91.145) Emergency Air Traffic Rules (91.139; AIM 5-6) **Air Traffic Control & Procedures** Services (4-1) Radio Communications (4-2 & Pilot/Controller Glossary) Clearances (4-4) Procedures (AIM 5) **Weather** Meteorology (AIM 7-1) Wake Turbulence (AIM 7-3)
External pressues	Personal Minimums Checklist Risk Management (3-P model) PTS Special Emphasis Items

Pilot's Cross-Country Checklist

PILOT

- ☐ Review Personal Minimums Checklist
  - ☐ Recency (time/practice in last 30 days)
  - ☐ Currency (takeoffs & landings, IFR currency if applicable)
  - ☐ Terrain & airspace (familiarity?)
  - ☐ Health & well-being

AIRCRAFT

- ☐ Overall mechanical condition
- ☐ Avionics & systems
- ☐ Performance calculations
- ☐ Fuel requirements
- ☐ Other equipment

ENVIRONMENT

- ☐ Weather
  - ☐ Reports & forecasts
    - ☐ Departure
    - ☐ En route
    - ☐ Destination
  - ☐ Severe weather forecasts?
  - ☐ Weather stability?
  - ☐ Alternate required?
- ☐ Night
  - ☐ Flashlights available
  - ☐ Terrain avoidance plan
- ☐ Airspace
    - ☐ TFRs or other restrictions
    - ☐ COM/NAV equipment requirements
    - ☐ Cruising altitude(s)
- ☐ Terrain
    - ☐ VFR & IFR charts with MSA / MEA altitudes
    - ☐ AOPA/ASF Terrain Avoidance Planning
- ☐ Airports
    - ☐ COM/NAV requirements & frequencies
    - ☐ Runway lengths
    - ☐ Services available

EXTERNAL PRESSURES

- ☐ Family expectations?
- ☐ Passenger needs / expectations?
- ☐ Weather worries?
- ☐ Prepared for diversion (money, accommodations)?
- ☐ Time pressures (e.g., "must be at work" issues)?

3-P Risk Management Process

Good aeronautical decision-making includes risk management, a process that systematically identifies hazards, assesses the degree of risk, and determines the best course of action. There are many models for risk management, including charts that generate a numerical "score." Although these tools can be useful, numbers-based tools suggest a level of precision that may be misleading.

An alternative method is the Perceive – Process – Perform risk management and aeronautical decision-making model developed by the FAA Aviation Safety Program. There are three basic steps in this model:

PERCEIVE hazards

PROCESS to evaluate level of risk

PERFORM risk management

PERCEIVE: The goal is to identify hazards, which are events, objects, or circumstances that could contribute to an undesired event. You need to consider hazards associated with:

Pilot
Aircraft
en**V**ironment
External Pressures.

PROCESS: Ask questions to determine what can hurt you. In short, why do you have to **CARE** about these hazards?

What are the **C**onsequences?
What are the **A**lternatives available to me?
What is the **R**eality of the situation facing me?
What kind of **E**xternal pressures may affect my thinking?

PERFORM: Change the situation in your favor. Your objective is to make sure the hazard does not hurt **ME** or my loved ones, so work to either

Mitigate the risk involved, or
Eliminate the risk involved.

General Aviation Security

The Transportation Security Administration (TSA) has partnered with the Aircraft Owners and Pilots Association (AOPA) to develop a nationwide Airport Watch Program that uses the more than 650,000 pilots as eyes and ears for observing and reporting suspicious activity. This partnership helps general aviation keep our airports secure without needless and expensive security requirements. AOPA Airport Watch is supported by a centralized government provided toll free hotline (1-866-GA-SECURE) and system for reporting and acting on information provided by general aviation pilots. The Airport Watch Program includes warning signs for airports, informational literature, and training videotape to educate pilots and airport employees as to how security of their airports and aircraft can be enhanced.

Here's what to look for:

- Pilots who appear under the control of someone else.
- Anyone trying to access an aircraft through force — without keys, using a crowbar or screwdriver.
- Anyone who seems unfamiliar with aviation procedures trying to check out an airplane.
- Anyone who misuses aviation lingo — or seems too eager to use all the lingo
- People or groups who seem determined to keep to themselves.
- Any members of your airport neighborhood who work to avoid contact with you or other airport tenants.
- Anyone who appears to be just loitering, with no specific reason for being there.
- Any out-of-the-ordinary videotaping of aircraft or hangars.
- Aircraft with unusual or obviously unauthorized modifications.
- Dangerous cargo or loads — explosives, chemicals, openly displayed weapons — being loaded into an airplane.
- Anything that strikes you as wrong — listen to your gut instinct, and then follow through.
- Pay special attention to height, weight, and the individual's clothing or other identifiable traits.

Use common sense. Not all these items indicate terrorist activity.
When in doubt, check it out!
Check with airport staff or call the National Response Center
1-866-GA-SECURE!

Baseline Personal Minimums

Weather Condition		VFR	MVFR	IFR	LIFR
Ceiling					
	Day				
	Night				
Visibility					
	Day				
	Night				
Turbulence		**SE**	**ME**	**Make/Model**	
	Surface Wind Speed				
	Surface Wind Gust				
	Crosswind Component				
Performance		**SE**	**ME**	**Make/Model**	
	Shortest runway				
	Highest terrain				
	Highest density altitude				

	If you are facing:		Adjust baseline personal minimums to:
Pilot	Illness, medication, stress, or fatigue; lack of currency (e.g., haven't flown for several weeks)	Add	*At least* 500 feet to ceiling
			At least ½ mile to visibility
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/ equipment:		*At least* 500 ft to runway length
enVironment	Airports and airspace with different terrain or unfamiliar characteristics	Subtract	*At least* 5 knots from winds
External Pressures	"Must meet" deadlines, passenger pressures; etc.		

Federal Aviation Administration

Getting the Maximum from Personal Minimums

Step 1 – Review Weather Minimums

Step 2 – Assess Your Experience and Personal Comfort Level

Step 3 – Consider Other Conditions

Step 4 – Assemble and Evaluate

Step 5 – Adjust for Specific Conditions

Step 6 – Stick to the Plan!

Category	Ceiling		Visibility
VFR	greater than 3,000 feet AGL	and	greater than 5 miles
Marginal VFR	1,000 to 3,000 feet AGL	and/or	3 to 5 miles
IFR	500 to below 1,000 feet AGL	and/or	1 mile to less than 3 miles
LIFR	below 500 feet AGL	and/or	less than 1 mile

Think of personal minimums as the human factors equivalent of reserve fuel. Personal minimums should be set so as to provide a solid safety buffer between the *skills required* for the specific flight you want to make, and the *skills available* to you through training, experience, currency, and proficiency.

Review and record your certification, training, and recent experience history on the chart below.

CERTIFICATION LEVEL	
Certificate level (e.g., private, commercial, ATP)	
Ratings (e.g., instrument, multiengine)	
Endorsements (e.g., complex, high performance, high altitude)	
TRAINING SUMMARY	
Flight review (e.g., certificate, rating, Wings)	
Instrument Proficiency Check	
Time since checkout in airplane 1	
Time since checkout in airplane 2	
Time since checkout in airplane 3	
Variation in equipment (e.g., GPS navigators, autopilot)	
EXPERIENCE	
Total flying time	
Years of flying experience	
RECENT EXPERIENCE (last 12 months)	
Hours	
Hours in this airplane (or identical model)	
Landings	
Night hours	
Night landings	
Hours flown in high density altitude	
Hours flown in mountainous terrain	
Crosswind landings	
IFR hours	
IMC hours (actual conditions)	
Approaches (actual or simulated)	

Summarize values for weather experience and "comfort level" in the chart below, and enter values for turbulence & performance.

Experience & "Comfort Level" Assessment Combined VFR & IFR					
Weather Condition		**VFR**	**MVFR**	**IFR**	**LIFR**
Ceiling					
	Day				
	Night				
Visibility					
	Day				
	Night				

Experience & "Comfort Level" Assessment Wind & Turbulence				
	SE	**ME**	**Make/ Model**	
Turbulence				
Surface wind speed				
Surface wind gusts				
Crosswind component				

Experience & "Comfort Level" Assessment Performance Factors			
	SE	**ME**	**Make/ Model**
Performance			
Shortest runway			
Highest terrain			
Highest density altitude			

Personal Proficiency Practice Plan

Pilot's Name:_____ CFI:_____
Date:_____ Review Date:_____

VFR Flight Profile – Every 4-6 Weeks:

Preflight (include 3-P Risk Management Process)

Normal taxi, takeoff, departure to practice area.

CHAPS (before each maneuver):
- **C**lear the area
- **H**eading established & noted
- **A**ltitude established (at least 3,000 AGL)
- **P**osition near a suitable emergency landing area
- **S**et power and aircraft configuration

Steep turns (both directions), maintaining altitude within 100' and airspeed within 10 knots.

Power-off stalls (approach to landing) & recovery.

Power-on stalls (takeoff/departure) & recovery.

Ground reference maneuvers.

Pattern practice:
- Normal landing (full flaps)
- Short-field takeoff and landing over a 50' obstacle
- Soft-field takeoff and landing

Secure the aircraft.

Review your performance.

Schedule next proficiency flight.

Personal Aeronautical Goals

Pilot's Name:_____ CFI:_____
Date:_____ Review Date:_____

Training Goals

_____ Certificate Level (Private, Commercial, ATP)
_____ Ratings (Instrument, AMEL, ASES, AMES, etc)
_____ Endorsements (high performance, complex, tailwheel, high altitude)
_____ Phase in Pilot Proficiency (Wings) Program
_____ Instructor Qualifications (CFI, CFI-I, MEI, AGI, IGI)
Other: _____
_____

Proficiency Goals

_____ Lower personal minimums to:

_____ Ceiling
_____ Visibility
_____ Winds
_____ Precision Approach Minimums
_____ Non-Precision Approach Minimums

_____ Fly at least:

_____ Times per month
_____ Hours per month
_____ Hours per year
_____ XC flights per year
_____ Night hours per month

_____ Make a XC trip to:
_____
Other: _____
_____

Aeronautical Training Plan

_____
_____
_____
_____
_____
_____
_____