



GUIDE TO THE FLIGHT REVIEW



For Pilots &
Instructors

JASON BLAIR

COMPREHENSIVE PREPARATION FOR ISSUING
OR TAKING A FLIGHT REVIEW INCLUDING BOTH
THE GROUND AND FLIGHT REQUIREMENTS

NINTH EDITION

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Guide to the Flight Review for Pilots and Instructors

Ninth Edition

by Jason Blair

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About the Author



Jason Blair is an active single- and multi-engine instructor and an FAA Designated Pilot Examiner (DPE) with over 6,000 hours total time, over 3,500 hours of instruction given, and more than 3,500 hours in aircraft as a DPE. In his role as an Examiner, he has issued more than 2,500 pilot certificates. Blair has worked for and continues to work with multiple aviation associations with his work focusing on pilot training and testing.

His experience as a pilot goes back over 30 years, as an instructor spans over 20 years, and includes more than 100 makes and models of aircraft flown. Blair has written and continues to write for multiple aviation publications with a focus on training and safety.

In addition to ASA's Oral Exam Guide series, Blair is also the author of four books in ASA's Aviator's Field Guide series: *Buying an Airplane*, *Owning an Airplane*, *Tailwheel Flying*, and *Middle-Altitude Flying*.

Ground Instruction Requirement

3

SAMPLE

There is a 1 hour requirement for ground training dictated by 14 CFR §61.56 that involves the review of the current general operating and flight rules of 14 CFR Part 91. This can be accomplished in one of three ways: through an oral exercise, a written exercise, or a combination of both. The FAA's online Flight Review course (available at faasafety.gov) is an excellent way to meet the ground training requirement.

Review: Sample Oral Exercise

A. Privileges and Limitations

- 1. To act as pilot-in-command or in any other capacity as a required flight crewmember of a civil aircraft, what documents must a pilot have in their physical possession or readily accessible in the aircraft?**
 - a. A pilot certificate (or special purpose pilot authorization).
 - b. An appropriate current medical certificate or alternate means of compliance with medical requirements (for example, balloon, glider, and LSA operations may be allowed while operating under BasicMed per 14 CFR Part 68 or with a valid state-issued driver's license as appropriate).
 - c. A current and valid photo ID (such as a driver's license, government ID card, military ID card, or passport).

[14 CFR 61.3]

- 2. Can a pilot who is the holder of a recreational, private, commercial, or ATP pilot certificate, fly an aircraft without a current FAA medical certificate?**

A pilot who has any of these certificates may not fly an aircraft without a Third, Second, or First Class Medical Certificate. Unless they are operating under the provision of BasicMed or unless it is an LSA aircraft, and they are exercising the privileges of sport pilot. A sport pilot certificate or exercising the privileges of sport pilot does not require a pilot to have an FAA issued medical certificate. They may operate under sport pilot restrictions in LSA qualified aircraft as long as they are the holder of a current state-issued driver's license.

[14 CFR 61.23]

3. If a pilot is the holder of a sport pilot certificate or exercising sport pilot, what privileges and limitations must they operate within in a light-sport aircraft?

Several limitations apply when a pilot is using a driver's license as medical eligibility and acting as a sport pilot. They include:

- a. You can share the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees. You must pay at least half the operating expenses of the flight.
- b. You **cannot** act as pilot-in-command of an LSA:
 - that is carrying a passenger or property for compensation or hire.
 - for compensation or hire.
 - in furtherance of a business.
 - while carrying more than one passenger.
 - at night.
 - in Class A airspace.
 - outside the U.S., unless you have prior authorization from the country in which you seek to operate. (Your sport pilot certificate carries the limit "Holder does not meet ICAO requirements.")
 - to demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson.
 - in a passenger-carrying airlift sponsored by a charitable organization.
 - at an altitude of more than 10,000 feet MSL.
 - when the flight or surface visibility is less than 3 statute miles.
 - without visual reference to the surface.
 - contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown.
 - contrary to any limit or endorsement on your pilot certificate, airman medical certificate, or any other limit or endorsement from an authorized instructor.
 - contrary to any restriction or limitation on your U.S. driver's license or any restriction or limitation imposed by judicial

(continued)

or administrative order when using your driver's license to satisfy a requirement of this part.

- while towing any object.
- as a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted.

[14 CFR 61.315]

B. Medical Qualifications and Considerations

1. A pilot has received an FAA medical certificate from an airman medical examiner. How long is the medical valid before they will need a new medical?

A pilot receiving a First, Second, or Third Class Medical Certificate will have a valid medical certificate until the end of the expiration month, which depends on which class of medical certificate they received and their age.

The longest lasting is a Third Class Medical Certificate for pilots who are under the age of 40, which expires at the end of the 60th month after the month of the date of the examination shown on the medical certificate. For a pilot who is 40 or older, the same Third Class Medical Certificate expires at the end of the 24th month after the month of the date of the examination shown on the medical certificate.

A pilot who receives a First or Second Class Medical Certificate experiences shorter lengths of time that those medical certificates may be used for privileges that require First or Second Class Medical Certificate, but after those periods of time expire they may be used for lower level Third Class Medical Certificate privileges in accordance with normal validity durations of a Third Class Medical Certificate.

A First Class Medical Certificate is eligible to be used for those privileges for a pilot under the age of 40 until the 12th month after the month of the date of the examination shown on the medical certificate and until the 6th month after the month of the date of the examination shown on the medical certificate for a pilot 40 and older.

A Second Class Medical Certificate is eligible to be used for those privileges for a pilot under or over the age of 40 until the 12th month after the month of the date of the examination shown on the medical certificate.

[14 CFR 61.23]

2. What is BasicMed?

The FAA allows pilots to operate as PIC of certain covered aircraft without having to undergo the medical certification process under 14 CFR Part 67. The pilot and aircraft must meet certain prescribed conditions to operate under BasicMed, as defined in Part 68.

[14 CFR Part 68, AC 68-1]

3. What are the requirements to fly under BasicMed regulations?

A pilot must:

- a. Hold a U.S. driver's license.
- b. Hold or have held a medical certificate issued by the FAA at any point after July 15, 2006.
- c. Answer the health questions on the Comprehensive Medical Examination Checklist (CMEC).
- d. Undergo a physical examination by any state-licensed physician, and have that physician complete the CMEC. Keep the signed CMEC document.
- e. Take an online medical education course and complete the attestations/consent to the National Driver Register (NDR) check. Keep the course completion documentation.

[14 CFR 61.23, AC 68-1]

GUIDE TO THE FLIGHT REVIEW

Other Oral Exam Guides
available from ASA:

- Private Pilot
- Instrument Pilot
- Commercial Pilot
- Multi-Engine Pilot
- Flight Instructor
- Airline Transport Pilot
- Helicopter Pilot
- Aircraft Dispatcher
- Aviation Mechanic

Guide to the Flight Review is an excellent study tool for pilots and instructors alike. Use it when you're gearing up for a Flight Review or as a general refresher. This guide lists questions with succinct answers, supported with FAA references. It is also useful for ensuring compliance with the FAA steps and requirements while conducting a flight review.

This ninth edition reflects the latest FAA procedures and regulations. The book covers pilot privileges and limitations, aircraft maintenance, drone operations, weather, aerodynamics, aircraft performance, navigation, communications, regulations, airspace, airport operations, risk management, system operations and malfunctions, human factors, and more. Readers will also find a sample written exercise, a table summarizing maneuvers and Airman Certification Standard (ACS) tolerances, as well as appendices with checklists, personal minimums, and an over-the-counter medications reference.



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