



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

Advisory Circular

Subject: **CURRENCY AND ADDITIONAL** Date: 3/26/91 AC No: 61-98A
QUALIFICATION REQUIREMENTS Initiated by: AFS-840 Change:
FOR CERTIFICATED PILOTS

1. PURPOSE. This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Federal Aviation Regulations (FAR) § 61.56, the recent flight experience requirements of FAR § 61.57, and the general limitations contained in FAR § 61.31(d), (e), and (g). It also provides guidance regarding transition to other makes and models of aircraft.

2. FOCUS. This AC is particularly directed to general aviation pilots holding recreational or higher grades of pilot certificates who wish to maintain currency or to transition to other makes and models of aircraft for which they are rated, and to certificated flight instructors (CFI's) who will be giving flight instruction to support such activities.

3. CANCELLATION. AC 61-98, Scope and Content of Biennial Flight Reviews, dated September 1, 1987, is cancelled. AC 60-12, Availability of Industry Developed Guidelines for the Conduct of the Biennial Flight Review, dated February 11, 1976, is also cancelled.

4. RELATED FAR SECTIONS. FAR § 61.193 (flight instructor authorizations), FAR § 61.195 (flight instructor limitations), FAR § 61.189 (flight instructor records).

5. RELATED READING MATERIAL. Information regarding original pilot certification and addition of category, class, and type ratings

can be found in AC 61-65, current edition, Certification: Pilots and Flight Instructors. Information on pilot transition courses and pilot refresher courses is covered in AC 61-9, current edition, Pilot Transition Courses for Complex Single-Engine and Light Twin-Engine Airplanes, and AC 61-10, current edition, Private and Commercial Pilots Refresher Courses, respectively. Additional information on operation of high altitude aircraft is provided by AC 61-107, Operations of Aircraft at Altitudes Above 25,000 Feet MSL and/or Mach Numbers (Mmo) Greater than .75. Guidance on advanced training criteria is located in AC 61-89, current edition, Pilot Certificates: Aircraft Type Ratings. Many excellent publications on pilot currency and qualification are available from commercial sources and industry trade associations, e.g., the Aircraft Owners and Pilots Association, the General Aviation Manufacturers Association, and the National Association of Flight Instructors. One such publication is announced in AC 61-103, Announcement of Availability: Industry-Developed Transition Training Guidelines for High Performance Aircraft.

6. BACKGROUND.

a. The Federal Aviation Administration (FAA) initiated a regulatory review covering FAR Parts 61, 141, and 143 in order to ensure that these regulations conform to the current technological and operational environment and address future pilot certification needs. The last major review of

all of these regulations took place in 1973, although major individual revisions, the most recent of which established the recreational pilot certificate, have been made since then.

(1) The initial phases of the regulatory review addressed regulations requiring priority action by the FAA as a result of National Transportation Safety Board recommendations and other factors. These recommendations addressed requirements such as the flight review required by FAR § 61.56. In a notice of proposed rulemaking the FAA proposed requiring pilots to satisfactorily complete a biennial flight review in each category and class of aircraft for which they were rated and for which they desired to exercise privileges.

(2) During public hearings conducted in the initial phases of the regulatory review, comments submitted were generally unfavorable with respect to the category and class requirement proposed for the flight review. Many comments cited a need for additional FAA guidance material regarding pilot certification and currency that would better enable the general aviation public to comply with present currency regulations and to tailor currency programs to individual pilot needs. The comments also cited a need for increased uniformity in the conduct of currency programs.

b. In 1987, the FAA issued AC 61-98, Scope and Content of Biennial Flight Reviews. That AC provided additional information for pilots and flight instructors to use in accomplishing flight reviews, but did not address specific maneuvers and procedures which should be considered for various categories and classes of aircraft. In addition, AC 61-98 was not originally intended to cover other currency regulations or transition training requirements for pilots who were already certificated. The material previously contained in AC 61-98 is found in Chapter 1 of this AC.

c. New topics covered in this AC not previously contained in AC 61-98 include: Recent Flight Experience, Instrument Competency Check, and Transition to other Makes and Models of Aircraft.

d. As a result of initiatives designed to encourage voluntary compliance with existing regulations and to maintain and further improve the general aviation safety record with a minimum of new regulations, the FAA has determined that additional advisory guidance is needed with respect to the currency and qualification needs of general aviation pilots. The guidance contained in this expanded version of AC 61-98 is designed to provide such information and accomplish the goals of the regulatory review with respect to the flight review and other currency requirements.

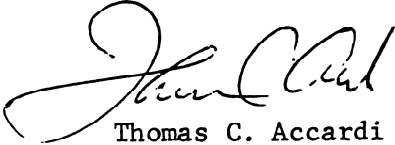
7. PERSONAL CURRENCY PROGRAM.

a. Pilots should consider designing a currency program tailored to their operating environments and needs. In some cases, currency criteria may be integrated with normal operations to reduce the need for separate currency flights. For example, additional takeoffs and landings or specialized takeoffs and landings (such as short or soft field) could be incorporated into a previously scheduled flight. In most cases, pilots should consider the need for currency beyond that specified by the FAR.

b. Pilots may wish to participate in the FAA's Pilot Proficiency Program and to attend pilot safety seminars conducted through the FAA Accident Prevention Program. There are also many excellent pamphlets and other presentations, including slide programs and video tapes, available through the Accident Prevention Program.

c. Pilots should explore the wide range of publications and other commercially-developed materials which are available for use in personal currency programs. To ensure staying up to date in regulatory changes and flying techniques, pilots should also regularly read aviation periodicals of their choice.

d. To obtain assistance in developing a personal currency program, pilots may consult a wide variety of sources. These sources include pilot examiners, pilot schools, individual CFI's, Accident Prevention Program Managers, and FAA-appointed Accident Prevention Counselors. For information regarding local sources, pilots should contact the FAA Accident Prevention Program Manager at the nearest FAA Flight Standards District Office (FSDO).



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