



In the summer of 2007, the FAA introduced a new Wings program. This program ran concurrently with the old program through the end of 2007. Starting January of 2008 only the new FAA Wings program remained active.

The FAA WINGS program detailed in AC 61-91H is the old program and is no longer active.

You must be registered with [www.faasafety.gov](http://www.faasafety.gov) to participate in the FAA WINGS program.

There are now only three phases to the Wings Program

Basic (1) (2), Advanced, Master

Basic Phase can be considered based on Private Pilot proficiency and the Private Pilot Practical Test Standards (PTS) without an Instrument Rating

Advanced Phase can be considered based on Commercial Pilot proficiency and the Commercial Pilot PTS with or without an Instrument Rating

Master Phase can be considered based on Airline Transport Pilot (ATP) proficiency and the ATP PTS.

The pilot is not required to advance beyond the Basic Phase to maintain Wings proficiency.

Within each phase the pilot is required to complete 6 credits (courses, not hours) to receive Wings accreditation. Phase completion and certificate issuance is by the FAA Safety Team (FAAST) - WINGS Program, on-line, only.

3 Knowledge (Ground) credits and 3 Flight credits

Of these credits there are required **core** knowledge / flight credits and **elective** knowledge / flight credits to complete the phase (Figure 1). All approved credits are listed at the FAAST - Wings Program website.

**NOTE:** Once enrolled, the credits received are good for (1) one year from the time of completion of the approved course.

**Figure 1**

	KNOWLEDGE	FLIGHT	Phase Completion
<b>BASIC (1) (2)</b>	<b>2 CORE 1 ELECTIVE</b>	<b>2 CORE 1 ELECTIVE</b>	<b>6 Credits</b>
<b>ADVANCED</b>	<b>1 CORE 2 ELECTIVE</b>	<b>1 CORE 2 ELECTIVE</b>	<b>6 Credits</b>
<b>MASTER</b>	<b>1 CORE 2 ELECTIVE</b>	<b>1 CORE 2 ELECTIVE</b>	<b>6 Credits</b>

Core and Elective Knowledge courses can be obtained through On-Line and On-Site courses and Sponsored events offered by FAAST approved providers. Knowledge credits can also be obtained through completion of approved flight events.

Core and Elective Flight credits are listed on Figure 2 (as of March, 2008 and not complete). For purposes of this website will only show credits for Single-Engine Airplane.

Figure 2

<b>CORE</b>		<b>BASIC</b>	<b>ADVANCED</b>	<b>MASTER</b>
ASEL- PTS	Takeoff/Landing Go-around	1 of 3	1 of 3	
ASEL- PTS	Slow Flight, Stall, Basic Instruments	1 of 3 (2)		
ASEL- PTS	Takeoff/Landing Performance			1 of 3
CFI - Initial, Renewal, Re-Instatement		3 of 3	3 of 3	3 of 3
Commercial-Initial		3 of 3	3 of 3	
Instrument Rating-Initial		2 of 3	3 of 3	
IPC		1 of 3	2 of 3	
ATP- Initial		3 of 3	3 of 3	3 of 3
Part 135-Comp Check VFR		3 of 3	3 of 3	
Part 135 - IPC				3 of 3
Part 121-Proficiency Check				3 of 3
SIC IAW 14 CFR 61.55		2 of 3 (2)	2 of 3	
FAA		<b>For Inspectors Only</b>		
CAP		<b>For Civil Air Patrol Only</b>		
Cessna		<b>For Cessna Flight Training Course Only</b>		
Mooney		<b>For Mooney Training Course Only</b>		
<b>ELECTIVES</b>		<b>(Also all above flights as allowed for phase)</b>		
ASEL		1 Airwork	1 Navigation	1 Instrument Procedures or other
Tailwheel Endorsement		1		
Complex Endorsement		1		
High Performance Endorsement		1		

## There is also the “fudge” method for receiving the Flight Review:

### §61.56 Flight review.

(a) Except as provided in paragraphs (b) and (f) of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

(1) A review of the current general operating and flight rules of part 91 of this chapter; and

(2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(b) Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a flight to traffic pattern altitude, in lieu of the 1 hour of flight training required in paragraph (a) of this section.

(c) Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

(1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and

(2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.

(d) A person who has, within the period specified in paragraph (c) of this section, passed any of the following need not accomplish the flight review required by this section:

(1) A pilot proficiency check or practical test conducted by an examiner, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege.

(2) A practical test conducted by an examiner for the issuance of a flight instructor certificate, an additional rating on a flight instructor certificate, renewal of a flight instructor certificate, or reinstatement of a flight instructor certificate.

(e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

(f) A person who holds a flight instructor certificate and who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions in §61.197 need not accomplish the one hour of ground training specified in paragraph (a) of this section.

(g) A student pilot need not accomplish the flight review required by this section provided the student pilot is undergoing training for a certificate and has a current solo flight endorsement as required under §61.87 of this part.

(h) The requirements of this section may be accomplished in combination with the requirements of §61.57 and other applicable recent experience requirements at the discretion of the authorized instructor conducting the flight review.

**(i) A flight simulator or flight training device may be used to meet the flight review requirements of this section subject to the following conditions:**

**(1) The flight simulator or flight training device must be used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.**

**(2) Unless the flight review is undertaken in a flight simulator that is approved for landings, the applicant must meet the takeoff and landing requirements of §61.57(a) or §61.57(b) of this part.**

**(3) The flight simulator or flight training device used must represent an aircraft or set of aircraft for which the pilot is rated.**



### **§61.57 Recent flight experience: Pilot in command.**

(a) *General experience.* (1) Except as provided in paragraph (e) of this section, no person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember unless that person has made at least three takeoffs and three landings within the preceding 90 days, and—

(i) The person acted as the sole manipulator of the flight controls; and

(ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required), and, if the aircraft to be flown is an airplane with a tailwheel, the takeoffs and landings must have been made to a full stop in an airplane with a tailwheel.

(2) For the purpose of meeting the requirements of paragraph (a)(1) of this section, a person may act as a pilot in command of an aircraft under day VFR or day IFR, provided no persons or property are carried on board the aircraft, other than those necessary for the conduct of the flight.

**(3) The takeoffs and landings required by paragraph (a)(1) of this section may be accomplished in a full flight simulator or flight training device that is—**

**(i) Approved by the Administrator for landings; and**

**(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.**

(b) *Night takeoff and landing experience.* (1) Except as provided in paragraph (e) of this section, no person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and—

(i) That person acted as sole manipulator of the flight controls; and

(ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required).

(2) The takeoffs and landings required by paragraph (b)(1) of this section may be accomplished in a full flight simulator that is—

(i) Approved by the Administrator for takeoffs and landings, if the visual system is adjusted to represent the period described in paragraph (b)(1) of this section; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

**Fudge may be harsh but none the less it is a way of avoiding an *ACTUAL* flight evaluation. IS this the way you want to be reviewed?**