

Issued by  
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## Biennial Flight Review

The Australian CAR's require the holders of RPPL and higher licences to undertake an aeroplane flight review or equivalent test within two years prior to any flight as pilot in command.

Part 1 (2. Interpretation) of the CAR's defines an aeroplane flight review as "a **test** of the aeronautical skills and knowledge relevant to the aeroplane flight of the person undertaking the review."

CAR's 5.81, 5.108, 5.169 refer to the requirements for a flight review for the holder of PPL, CPL and ATPL respectively.

Among other things, they state that an aeroplane flight review should be conducted in an aeroplane type in which the pilot flew the majority of the previous ten flights. **This is not a mandatory requirement and may be varied according to circumstances.**

Completion of an endorsement, such as a design feature or multi-engine type endorsement also satisfies the requirements for a flight review, provided it is conducted by a person qualified to conduct flight reviews and is entered as such in the pilot's log book. We at the Redcliffe Aero Club will make such an entry provided that in addition to the endorsement theory and flying, a flight planning exercise using the endorsement aircraft is tested and successfully completed by the candidate.

Successful completion of a flight test such as for the initial issue or renewal of a rating will also satisfy the requirements for a flight review.

Since an aeroplane flight review is defined as a **test** of aeronautical skill and knowledge, rather than a dual flight, it is important that all pilots presenting for a BFR fully understand what will be expected of them.

Firstly they must bring with them their licence, logbook and medical certificate along with up to date and correctly amended publications, documents and charts relevant to the flight.

### **The Candidate must be able to complete the following without assistance:**

1. Correctly answer questions regarding the privileges and limitations of their licence
2. Correctly complete and answer questions regarding the loading of, performance of and systems used in the flight review aeroplane.
3. Access and correctly interpret all pre-flight information required and relevant to the flight.
4. Correctly plan a nominated flight and submit a standard domestic notification with a SARTIME. This must be done manually i.e. Use of computerised planning is not acceptable.
5. Conduct a nominated flight appropriate to the licence held. The flight will include
  - i A "navigation leg" in which a nominated ground feature must be found by visual navigation technique.
  - ii A "controlled airspace segment" in which pilots approved to operate as Pilot in Command into any class/es of airspace must demonstrate proficiency in at least one class, C, D or GAAP.

- iii An "aerial work segment" in which proficiency in such things as (at the discretion of the instructor) instrument flight, steep turns, stall recoveries and forced landing drills must be demonstrated by the pilot under review.

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The above flight must be correctly carried out in all phases with regard to procedures, communications and appropriate use of transponders and nav-aids. Standards achieved for each item must reach the minimum required by the Day VFR syllabus (for the licence held).

If a pilot wishing to undertake a flight review has some special needs he/she wants us to meet, e.g. NVFR recency, we will be happy to accommodate such requests as long as proficiency as described in the previous paragraphs can be demonstrated.

Any pilot presenting for a flight review who is not "current" and/or who may not be confident of meeting the above requirements should avail themselves of prior refresher training in the relevant areas.

We can supply this training prior to undertaking the review to enable each flight review candidate to maintain a satisfactory and safe level of proficiency appropriate to their licence privileges.

Any of our instructors or other staff will help in anyway we can, should you have any questions regarding this process.