**Pilot’s Personal Proficiency Plan**

Name\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

How many hours have you flown in the last year, last 3 months, last month?

\_\_\_\_\_\_ \_\_\_\_\_\_ \_\_\_\_\_\_

How many hours per year, 3 months, month do you think you should fly to remain **Proficient**?

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[Note: CSP Currency Requirements:

* Student Pilots are required to have flown with a CFI within the last thirty days
* Licensed Pilots, if inactive for 60 days or more in type, must fly with a CFI before flying that type airplane. Type means Tecnam P92, RV12, C-172, etc.

What FAR requirement must be met before you carry passengers?

How many different type airplanes do wish to remain current and **Proficient** in?

What is your plan to remain proficient in these airplanes?

What aviation publications do you read?

Are you registered with the FAA website to receive notification of local Safety Seminars?\_\_\_\_\_

Do you attend FAA Safety Seminars?\_\_\_\_\_\_

You got your pilot’s license. Now what? What are you going to do with it? How can you expand your experience and flying horizons? What are your goals? Short term, long term?

There will be times when you stop flying for a time, perhaps longer than you would like. It happens to most pilots. Major life events can interfere with your recreational pursuits, especially flying. When that time comes for you, while you’re away from flying, what can you do keep your mind on flying with minimal cost and time?

All of us are aging. That’s a good thing, because when the birthdays stop, you’ve got a problem! The bad thing about aging is that our flying skill set tends to deteriorate, especially with infrequent flying. What should/can you do to maintain the highest level of safety in your flying?

Your doctor prescribes a medicine for a condition or illness you have developed, or, you are prescribed a new medicine for an existing condition. You’re not sure what the effects of this medicine might have on your flying. What should you do?

NTSB records are filled with accident summaries, all of which a proficient pilot would prefer not to repeat. Go to the NTSB website:

<http://www.ntsb.gov/_layouts/ntsb.aviation/index.aspx>

and search for Tecnam in the ‘Make’ box, or search for the Vans RV12 in the ‘Model’ box to find an accident that you can summarize and cite the lesson learned in the space below.