**Outreach Guidance Document**

**2022/03-17-248(I)PP**

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month: March 2023**

**Topic: Pilot Proficiency and *WINGS***

This is a short introduction to the ***WINGS*** Pilot Proficiency Program and the top five reasons for pilots and flight instructors to choose ***WINGS.***

**Background:**

Proficiency training is so beneficial to aviation safety that it is required of most professional pilots. Proficiency training is also beneficial to general aviation pilots as well. Studys have shown that pilots who participate in regular proficiency training are much less likely to experience accidents.

The FAA ***WINGS*** Pilot Proficiency Program is one way for general aviation pilots to ensure they are competent, confident, and safe in their flight operations.

**Note:** This program discusses ***WINGSPro*** activities. We suggest you invite local ***WINGSPros*** to attend and to assist with the presentation.

**Teaching Points:**

* ***WINGS*** is FAA’s Pilot Proficiency Program.
* ***WINGS*** is most beneficial if training is not done all at once but rather spaced out throughout the year.
* The ***WINGS*** Topic of the Quarter is an easy way to pursue regular proficiency training.
* Completion of any phase of ***WINGS*** satisfies the 14 CFR 61.56 requirements for Flight Reviews.
* A cadre of ***WINGS****Pros* is available to assist Flight Instructors and pilots with ***WINGS*.**

**References:**

* ***Pilot Proficiency and WINGS*** PowerPoint
  + Available on the National FAASTeam Share Point site under Approved Presentations\General Resources\Core\Safety Promotion\***WINGS*** Promotion\***WINGS*** for FPMs and Reps
* AC 61-91J – WINGS – Pilot Proficiency Programs
* **AC 61-98D** – Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check
* **FAASafety.gov**
* **Off Airports Ops Guide**  
  [ttps://www.faasafety.gov/gslac/ALC/libview\_normal.aspx?id=135893](https://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=135893)
* **Personal Minimums Development Guide**  
  <https://www.faasafety.gov/gslac/ALC/lib_categoryview.aspx?categoryId=15&r_s=50&r_c=50>
* ***WINGS* Information and Guidance**  
  [**https://faasafety.gov/gslac/ALC/lib\_categoryview.aspx?categoryId=39**](https://faasafety.gov/gslac/ALC/lib_categoryview.aspx?categoryId=39)

**Abstract**: Lasting 10 to 15 minutes, this presentation acquaints the audience with the benefits of engaging in regular proficiency training through the FAA ***WINGS*** Pilot Proficiency Program.

**Format**: Information Briefing - Power Point presentation

Required Personnel – FAASTeam Program Manager or designated FAASTeam Rep (s)

Optional Personnel – DPEs, CFIs, ***WINGSPros***, and other pilots who can speak on the benefits of proficiency training.

**National FAASTeam Support:**

In addition to this guidance document, a Power Point presentation that supports the program is provided. FPMs and presenters are encouraged to customize this presentation to reflect each individual program.

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| Slides | Script |
|  | **Slide 1**  **2022/03-23-255(I)PP** Original Author: John Steuernagle 03/23/2022; POC Kevin Clover National FAASTeam Program Manager (Ops), Office (562-888-2020 revised by John Steuernagle 03/23/2022.  **Presentation Note:** *This is the title slide for* **Pilot Proficiency and *WINGS***   * ***Script -*** *We have included a script of suggested dialog with most slides. The script will always appear in a* ***non-italic font****. Presenters may read the script or modify it to suit their own presentation style. See template slides 5 and 6 for examples of a slides with script.* * ***Presentation Instructions -*** *(stage direction and presentation suggestions) will be preceded by a* ***Bold header:*** *the instructions themselves will be in* ***Italic fonts****. See slides 2, for an example of slides with Presentation Instructions only.* * ***Program control instructions -*** *will be in bold fonts and look like this:* ***(Click)*** *for building information within a slide; or this:* ***(Next Slide)*** *for slide advance.* * ***Background information -*** *Some slides may contain background information that supports the concepts presented in the program.  Background information will always appear last and will be preceded by a bold* ***Background:*** *identification.*   *The production team hope you and your audience will enjoy the show. Break a leg!*    **(Next Slide)** |
|  | **Slide 2**  **Presentation Note:** *Here’s where you can discuss venue logistics, acknowledge sponsors, and deliver other information you want your audience to know in the beginning.*  *You can add slides after this one to fit your situation.* **(Next Slide)** |
|  | **Slide 3**  Today’s presentation is all about ***WINGS*** – FAA’s Pilot Proficiency Program. We’ll begin with the top 5 reasons to be a ***WINGS*** Pilot    Next we’ll show how easy it is to get started on your personal Path to Proficiency.  And we’ll talk about the ***WINGS*** Topic of the Quarter Program.  So let’s get started with reason number five.  **Presentation Note:** *If you’ll be discussing additional items, add them to this list*  **(Next Slide)** |
|  | **Slide 4**  Documented ***WINGS*** proficiency training earns awards. To be clear – we don’t choose proficiency training because it’s easy or because we’re looking  for bling but it is nice to be recognized for our achievements. As a ***WINGS*** pilot you are recognized as a member in good standing of the General Aviation Safety Community. All of your ***WINGS*** training is permanently recorded in your online ***WINGS*** logbook and when you earn a ***WINGS*** phase you can receive a lapel pin. **(Click)**  Aircraft insurance carriers recognize the value of regular Proficiency Training and they may offer premium discounts to ***WINGS*** pilots. And the ***WINGS*** Sweepstakes is yet another reward opportunity for every pilot who earns a ***WINGS*** phase.  **(Next Slide)** |
|  | **Slide 5**  Every time you complete a ***WINGS*** Phase you’re eligible to win cash the ***WINGS*** Sweepstakes.  The sweepstakes is generously funded by Paul Burger, a long time advocate for general aviation safety and a retired aviator who believes participation in this program saves lives. VISIT WWW.MYWINGSINITATIVE.ORG to learn more and enter the sweepstakes.  Just navigate to http://www.mywingsinitiative.org or scan the QR code for details. By the way, Instructors can also enter the sweepstakes. But there are even better reasons to participate in ***WINGS***.  **(Next Slide)** |
|  | **Slide 6**  Reason number four – proficiency training works!  Can you imagine how well professional athletes would perform if they didn’t practice between games or stay in shape during the off season? **(Click)**  Would you choose to be treated by doctors who had no continuing education since graduating from medical school? **(Click)**  Or how about a professional pilot flight crew who never train for emergencies?  **(Next Slide)** |
|  | **Slide 7**  Pros know that proficiency is not a destination but rather a journey that never ends. Regular training keeps them at peak performance every time they take to the air. Pilots who follow the Path to Proficiency are well aware of their capabilities and their limitations. They dedicate time and resources to training and practice. And they understand that continuing education through Proficiency Training is essential to keeping them on top of their game.  **(Next Slide)** |
|  | **Slide 8**  Proficiency training works for General Aviation pilots too. ***WINGS*** is a proficiency training system specifically designed for GA pilots and, regular participation will keep you on top of your flying game. Pilots who participate in the FAA ***WINGS*** Pilot Proficiency program fly with more confidence. They and their passengers are comfortable in the air.  Most importantly - proficiency training keeps us safe. **(Click)**  And pilots who earn ***WINGS*** phases also qualify for a flight review.  **(Next Slide)** |
|  | **Slide 9**  Reason number three – ***WINGS*** coaching gets results! Every profession relies on coaching to keep practitioners sharp. All Flight Instructors are trained in performance evaluation and critique and most make great coaches. ***WINGS*** Instructors are expert in your aircraft and the training environment. They are keen observers and teachers who will push you to excellence in flying. **(Click)**  Together you and your ***WINGS*** CFI can develop your Personal Minimums – A set of conditions, procedures, rules, criteria, and guidelines that help pilots to decide when it’s safe to fly. As the name implies, your Personal Minimums are unique to you and keyed to your demonstrated ability. In consultation with your coach, you’ll develop and document your personal minimums based on your individual performance. Pilot performance changes over time and ***WINGS*** pilots continue to improve. ***WINGS*** training gives you regular opportunities to review and update your pilot performance profile and personal minimums but you need a reference point to start.  **(Next Slide)** |
|  | **Slide 10**  In order to establish personal minimums you need to have a baseline – think of it as your personal, documented, demonstration of performance. We suggest you document your performance at least once a year with a ***WINGS*** CFI. Try to pick a day when you can experience actual cross-wind conditions in the airplane you usually fly and loaded to your typical mission weight. Select an airfield that’s typical for the missions you fly. If you’re planning trips to a short, obstructed runway; try to find something similar to train on. Gather information about the destination airfield from pilots who’ve flown there and share that information with your instructor. That will help your CFI to construct realistic scenarios for you to fly.  **(Next Slide)** |
|  | **Slide 11**  Here’s a chart that some pilots use to document their wind, takeoff and landing performance. We’ll tell you where you can find this and other useful charts at the end of this program.  Once you’ve completed the chart you’ll have a performance baseline to work with. You can adjust the performance expectations to compensate for human factors such as stress and fatigue and you can also adjust your baseline as you gain experience and skill. If you want to adjust your baseline we strongly suggest that you do it with a ***WINGS*** CFI. That way you’ll have an objective assessment of your capabilities and your ***WINGS*** flight instructor can coach you with suggestions and instruction for improving your baseline performance.  **(Next Slide)** |
|  | **Slide 12**  Getting started in *WINGS* is as easy as one, two, three.   1. Create an account on faasafety.gov 2. Complete your WINGS Pilot Profile 3. Attend a WINGS seminar or take a WINGS flight with your CFI.   **(Next Slide)** |
|  | **Slide 13**  For seminars and webinars you can pre-register for credit on FAASafety.gov or, in the case of live seminars, you can register via the sign-in sheet at the seminar door.  **(Next Slide)** |
|  | **Slide 14**  You’ll need to request credit for each flight activity. It’s easy to do. Just go to your “My Wings” page and click on request credit after the activity has been completed  **(Next Slide)** |
|  | **Slide 15**  Proficiency Training works best if it’s not done all at once, but rather spaced out at regular intervals. The ***WINGS*** Topic of the Quarter program consists of eight activities pursued over the course of one year. Because a full year’s proficiency is mapped out for you, It’s an excellent way to get started with ***WINGS.***  Each quarter, ***WINGS*** Pilots take an on-line safety course. All courses are self-paced. Most take no more than an hour or two and they can be completed at home. Our online courses build solid decision making skills that you’ll employ on the ground and in the air.  **(Next Slide)** |
|  | **Slide 16**  Program participants also fly with a Flight Instructor to complete a ***WINGS*** Flight Activity at least once each quarter. **(Click)**  To access ***WINGS*** Topic of the Quarter Checklists and other ***WINGS*** information just navigate to FAASafety.gov. then click on Resources\Library\WINGS or scan the QR code on screen.  **(Next Slide)**  **Background:** You can access the FAASafety.gov library here:  <https://faasafety.gov/gslac/ALC/lib_categoryview.aspx?categoryId=39>  **(Next Slide)** |
|  | **Slide 17**  Number 2 – ***WINGS*** proficiency training expands your horizons.  Pilots usually think of proficiency training in terms of their usual aviation operations but if you are willing to expand your horizons there are host of options that go well beyond the hundred dollar hamburger to make proficiency flying more interesting. Twin engine, turbine, or instrument training can boost capability and confidence in cross country operations. Seaplane and tailwheel training are particularly satisfying for folks who learned in nose wheel airplanes.  And even if you don’t take on the challenges of another rating or airframe, there’s another great way to expand your horizons.  **(Next Slide)** |
|  | **Slide 18**  Training in new operational environments builds confidence too. If you learned to fly at a small country airport you’re probably very comfortable in a non-towered environment. How about a trip to a major metropolitan airport with your flight coach? The traffic and rapid pace of ATC communications can be daunting at first but mastering the environment can be very satisfying.  Likewise, big city pilots who are comfortable with busy towered operations can be overwhelmed when operating to non-towered or back country airstrips. Back country transition training can acquaint you with the nuances of rural environments and ensure your wilderness flying can be done safely.  **(Next Slide)** |
|  | **Slide 19**  *A solid review of stalls, slow flight and spins is a great way to prevent loss of control accidents and it’s a natural stepping stone to aerobatic training. Once again* ***WINGS*** *CFIs can coach you to realize your maximum performance potential. Here’s a list of available training to consider:*   * *Begin with a review of stalls and slow flight. This should be done at least annually to maintain peak performance.* * *Unusual attitude training and review are essential for VFR and Instrument pilots alike. Upset maneuver training includes unusual attitudes but may exceed typical unusual attitude pitch and bank values. Upset maneuver training is common in large airplane operations and includes over and under speed situations.* * *Spin training begins with incipient spin recognition and prevention and progresses to multiple-turn spins and precision recoveries.* * *Basic and advanced aerobatic training leverages all of your performance and progresses to competency and comfort in any aircraft attitude.*   **(Next Slide)** |
|  | **Slide 20**  ***WINGS*** is a robust proficiency training program that works for all pilot certification levels and all general aviation aircraft. As such, it can be a little intimidating at first. That’s why volunteer ***WINGSPros*** in your area are available to help you with anything related to ***WINGS.*** Here’s how to find your local ***WINGSPro(s).***  **Presentation note:** *You may want to introduce local* ***WINGSPros*** *in attendance and ask them to present this section. Your* ***WINGSPros*** *can edit the slide text to include their name and contact information.*  **(Next Slide)** |
|  | **Slide 21**  ***WINGS*** is a robust proficiency training program that works for all pilot certification levels and all general aviation aircraft. As such, it can be a little intimidating at first. That’s why volunteer ***WINGSPros*** in your area are available to help you with anything related to ***WINGS.*** Here’s how to find your local ***WINGSPro(s).***  **Presentation note:** *This is hidden. You may want to use it as an an alternative to Slide No. 20.*  **Presentation note:** *You may want to introduce local* ***WINGSPros*** *in attendance and ask them to present this section. Your* ***WINGSPros*** *can edit the slide to include their name, photo, and contact information.*  **(Next Slide)** |
|  | **Slide 22**  To find your local ***WINGSPros*** just navigate to FAASafety.gov. Hover over the resources tab and click on FAASTeam Directory.  **(Next Slide)** |
|  | **Slide 23**  **Presentation note:** *This will be more effective if you replace the following illustrations with those that feature local AOR searches and* ***WINGS Pro*** *results.*  First select your region and district in this drop down box. **(Click)**  Next click the ***WINGS***Pro box, **(Click)**  Then click on search. Your ***WINGS***Pros will appear in the list below.  **(Next Slide)** |
|  | **Slide 24**  Here’s a partial list of WINGS Pros in the Central Region.  **(Next Slide)** |
|  | **Slide 25**  Finally ***WINGS*** training yields Proficiency and Peace of Mind. There’s nothing like the feeling you get when you know you’re playing your A game and in order to do that you need good coaching. **(Click)**  ***WINGS*** pilots are Competent. They fly regularly with a ***WINGS*** CFIs who challenge them to review what they know, explore new horizons, and to always do their best. **Vince Lombardi**, the famous football coach said, **“Practice does not make perfect. Only perfect practice makes perfect”.** For pilots that means flying with precision, on course, on altitude, on speed all the time. **(Click)**  ***WINGS*** pilots are Confident. They are well aware of their capabilities and their limitations. They are coached to exercise sound pre and in-flight risk management so they are rarely surprised by unanticipated conditions. Of course they must dedicate time and money to their proficiency programs but it’s well worth it for the peace of mind that comes with confidence. **(Click)**  And, most importantly; ***WINGS*** pilots and their passengers enjoy the benefits of safe flight operations every time they take to the air.  **(Next Slide)** |
|  | **Slide 26**  So here they are again. The top 5 reasons to choose ***WINGS***. Proficiency is key to success in almost every thing worth doing – especially flying. Proficient pilots are competent, confident, and safe.  **(Next Slide)** |
|  | **Slide 27**  Here are a few references for additional information:  FAASafety.gov is the FAASTeam website where you’ll find a wealth of safety information. You can enroll and track your progress in the FAA WINGS Pilot Proficiency Program here.  Look in the FAASafety.gov library for the Off Airport Operations Guide. In it you’ll find instructions for developing a short field performance baseline together with other useful information on operating to small fields.  Also in the FAASafety.gov Library – the Personal Minimums Development Guide – Your documented proficiency performance can be used to develop minimums that are tailored to you, your aircraft, and your mission.  The Library also contains additional WINGS Information and Guidance  I’ll leave this slide on screen while I take some questions from the audience.  **Presentation note:** *Take questions from the audience while they copy information from the screen. Then:*  **(Next Slide)** |
|  | **Slide 28**  ***Presentation Note:*** *You may wish to provide your contact information and main FSDO phone number here. You can also add* ***WINGSPro*** *contact information.*  *Modify with your information or leave blank.*  **(Next Slide)** |
|  | **Slide 29**  Your presence here shows that you are vital members of our General Aviation Safety Community. The high standards you keep and the examples you set are a great credit to you and to GA.  Thank you for attending.  **(Next Slide)** |
|  | **Slide 30**  Safety Management Systems are a set of policies and processes that can increase the safety and efficiency of any flight operation. And FAA is bringing SMS to General Aviation. You may have heard of SMS but thought it was only for large organizations but actually SMS can be scaled to fit any operation large or small.  There are 4 major components to a Safety Management System **(Click)**  Safety Policy – a documented commitment to safety that runs from the head of an organization to its newest member. **(Click)**  Safety Risk Management – a process that identifies hazards within an operation, determines to what extent an identified hazard may impact flight safety, and controls the risk of occurrence to an acceptable level. **(Click)**  Safety Assurance – By collecting and analyzing information derived from safety performance data Safety Assurance ensures the performance and effectiveness of Safety Risk Controls. **(Click)**  Safety Promotion communicates safety information and commitment throughout the organization. **(Click)**  You can find more information about Safety Management Systems at the URL on the Screen.  **(Next Slide)** |
|  | **Slide 31**  **(The End)** |

**Appendix I – Equipment and Staging**

**Equipment:**

* Projection Screen & Video Projector suitable for expected audience
  + Remote computer/projector control available at lectern or presenter location
    - In lieu of remote – detail a Rep to computer/projector control.
* Presentation Computer
  + **Note:** It is strongly suggested that the entire program reside on this computer.
* Back up Projector/Computer/Media as available.
* PA system suitable for expected audience
  + Microphones for Moderator and Panel
    - Optional Microphone (s) for audience
* Lectern (optional)

**Staging:**

* Arrange the projection screen for maximum visibility from the audience.
* Equip with PA microphones
* Place Lectern to one side of screen. This will be used by presenters and moderator.

**IMPORTANT** – Once you have completed outreach on this topic, please help us track the outreach you have done by entering a SAS record.

