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DEPARTMENT OF CIVIL AVIATION  
AERONAUTICAL INFORMATION SERVICE



**AIC**  
**C006/25**  
17<sup>th</sup> June 2025

## **Currency Requirement and Guidance for Biennial Flight Review**

### **1. Introduction**

- 1.1 This Aeronautical information circular (AIC) is intended to introduce to all pilots involved in general aviation the flight review requirements for the renewal of your pilot license as applicable.

### **2. Purpose**

- 2.1 The purpose of this AIC is to inform the aviation industry of the new requirement for the renewal of pilot license, Biennial Flight Review, once not enrolled in the aviation commercial industry and to inform the availability of Flight Designated Examiners in Belize that can impart the assessment for a flight review.

### **3. Background**

- 3.1 This AIC is mandatory and is in compliance with the flight review requirements following BCAR-APL 2.3.4.

### **4. Applicability**

- 4.1 This is applicable to all pilots involved in general aviation, not involved in commercial operations, who require an aviation license issued by the BDCA and does not apply to training programs or proficiency checks.

### **5. Biennial Flight Review**

- 5.1 In order to obtain a Belize aviation license, the applicant must comply with flight recency requirements as applicable. Pilots involved in general aviation need to present a flight Annual Review every 24 months. The flight Reviews will be conducted by well qualified flight designated examiners appointed by the BDCA.

- a. Accomplishing a Flight Review: No person may act as PIC of an aircraft unless within

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the preceding 24 calendar-months that person has accomplished a satisfactory flight review in an aircraft for which that pilot is appropriately rated.

- b. An appropriately rated designated person must conduct the flight review.
- c. DE shall use the appropriate form BDCA - FORM – APL – 3051 when conducting the flight review, which is located on Appendix A of this AIC.

5.2 Intent of the flight review - The purpose of the flight review is to provide a regular evaluation of pilot skills and aeronautical knowledge.

5.3 BCAR-APL - License Validity

5.4 BCAR-APL 2.3.4 The exercise of any of the privileges of an airman's license issued under these regulations shall be dependent upon the validity of such license in respect of (a) The medical currency of such airman's license; (b) The competency of the airman; and (c) The recency of experience of the airman.

## **6. Validity period and Guidance material (flight review):**

6.1 (1) General Aviation (Pilots): For pilots involved in general aviation a (flight review) must be done every 24 months, which will consist in minimum (1) hour ground training and (1) hour flight training.

## **7. Structure of the flight review**

7.1 The flight review will consist of 1 hour of flight training and 1 hour of ground training. Including:

- a. A review of the current general operating and flight rules of BCAR APL 3.9.2
- b. A review of those manoeuvres and procedures established in section **4. Flight manoeuvres and Procedures** of the Flight Review checklist at the discretion of the Designated Examiner conducting the review.

7.2 The Designated examiner must be aware that the flight review is not a test or check ride, but an instructional service designed to assess and enhance a pilot's knowledge and skills.

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## **8. Recent General Experience:**

8.1 Obtaining Currency for each Make and Model: Special considerations apply when Pilots operate aircraft make and models they do not customarily fly. Analysis of accident data has shown that accident rates increase for pilots with little or no time-in-type of aircraft flown. The B.D.C.A recommends that all pilots obtain a comprehensive checkout in each make and model aircraft from an appropriately rated DE.

8.2 Pre-review considerations: Before undertaking the review, the Designated Examiner should interview the pilot to determine the nature of his or her flying and operating experience.

Elements to consider should include, but not be limited to, the following areas:

(1) A pilot may not take a flight review in an aircraft for which he or she does not hold a rating or operating privilege. For example, that same ASEL rated pilot may not take a flight review in a Multiengine Land (MEL) airplane if he or she does not hold an MEL airplane rating.

(2) The reviewed manoeuvres and procedures will vary depending on the category, class, make and model of the aircraft to be used. The DE may wish to recommend that the pilot complete the review in the aircraft most commonly flown, or in a more complex make and model used if he or she regularly flies several aircraft.

8.3 Recency and/or Flight Experience. The DE will review the pilot's logbook to determine total flight time, time-in-type, and recency of experience in order to evaluate the need for particular manoeuvres and procedures in the review. For example, a pilot who have not flown in several years may require an extensive review of basic manoeuvres from the BCAR-APL 3.9.2

In some cases, the DE may wish to recommend that the pilot consider completing a refresher program.

8.4 Review of Manoeuvres and Procedures.

(1) The manoeuvres and procedures covered during the review are those which, in the

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opinion of the DE conducting the review, are necessary for the pilot to perform to demonstrate that he or she can safely exercise the privileges of a private pilot. Accordingly, the DE should evaluate the pilot's skills and knowledge to the extent necessary to ensure that he or she can safely operate within regulatory requirements throughout a wide range of conditions. The DE should always include abnormal and emergency procedures applicable to the aircraft flown in the flight review.

(2) Before beginning the flight portion of the review, the DE should discuss various operational areas with the pilot. This oral review should include, but should not be limited to, areas such as aircraft systems, speeds, performance, meteorological conditions and other hazards (e.g., windshear and wake turbulence), operations in controlled airspace, and abnormal and emergency procedures.

Emphasis should be placed on practical knowledge of recommended procedures and regulatory requirements during this discussion.

(3) Regardless of the pilot's experience, the DE (should review manoeuvres that is critical to a safe flight, such as stalls, slow flights, take-offs and landings.

(4) The role of the DE during the review is to provide an evaluation. However, the instructor is not limited to this role and may provide specific instruction to an airman on any areas the instructor has identified as being weak. This additional instruction does not preclude the pilot's successful completion of the review as long as the deficiencies are corrected.

8.6 post-review considerations: Upon completion of the review, the DE will complete the summary and evaluation portion of the flight review checklist and debrief the pilot on the results of the review (Satisfactory or Not Satisfactory). The DE will provide the pilot with a comprehensive analysis of his or her performance, including suggestions for improving any weak areas.

- a. Unsatisfactory Completion of the Review: If the review is not satisfactory, the DE should log the flight as "dual instruction given" and not as a "failure." The DE should then recommend additional training in the areas of the review that were unsatisfactory. A pilot who does not receive an endorsement for a satisfactory flight review must receive flight instructions from any approved Designated Examiner until the DE is satisfied that he/she is competent.

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- b. Satisfactory Completion of the Review: When the applicant has successfully completed the review, the DE should sign the pilot's logbook to certify that the pilot has satisfactorily accomplished the flight review.

## **9. Designated Examiner Qualifications**

9.1 Designated Examiners should also consider their own experience and qualifications in a given make and model aircraft prior to giving a review in that model. The DE conducting a flight review must hold a category, class, and if applicable type rating on his or her pilot's license and;

9.2 Must have a delegation of authority with the category and class rating appropriate to the aircraft in which he or she is scheduled to conduct the review. For aircraft in which the DE is not current he or she must obtain recent flight experience of aircraft limitations, characteristics, and performance prior to conducting the flight review. In any case, the DE must observe the rating limitations of BCAR-APL 2.19.

9.3 Below are the names of the Flight Designated Examiners appointed by the BDCA:

- 1. Cpt. Alberto Ancona – Commercial/ Private Pilot Skill Test and Flight Review**
- 2. Cpt. Mizraim Montalvo – Commercial Private Pilot Skill Test and Flight Review**
- 3. Cpt. Victor Vernon - Commercial Private Pilot Skill Test and Flight Review**
- 4. Cpt. Solomon Williams - Commercial Private Pilot Skill Test and Flight Review**
- 5. Cpt. Trevor Teigrob - Commercial Private Pilot Skill Test and Flight Review**
- 6. Cpt. Jon Bourke - Commercial Private Pilot Skill Test and Flight Review (Helicopter)**
- 7. Cpt. Gustavo Giron Jr. - Commercial Private Pilot Skill Test and Flight Review (Helicopter)**

## **10. Conclusion**

10.1 Pilots involved in general aviation are hereby requested to take note of the Flight Designated Examiners and flight review requirements. Further consultation can be made with the Licensing Unit of the BDCA. This AIC will supercede AIC C020/2023.

<http://civilaviation.gov.bz>

\*\*\*\* END \*\*\*\*

APPENDIX A

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Refer to the next page for BDCA – FORM – APL – 3051.

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### Flight Review

Pilot's name	_____
License number	_____
Type of license	_____
Rating(s)	_____
Aircraft make and model	_____
Pilot's Total Flight Time	_____
Pilot's time in the aircraft	_____
Date and location	_____

#### General instructions for the Designated Examiner

The Designated Examiner shall carry out the flight review by completing each section of this checklist by inserting the appropriate result as provided below:

1. S: It means that the item has been completed satisfactorily, the applicants approved the item.
2. NS: It means that the item has been completed unsatisfactorily, the applicants fail the item.
3. N/A: It means that the item does not apply for the skill test.

#### 1. Pre-Review Considerations

- a. ☐ Type of equipment typically flown
- b. ☐ Nature of flight operations
- c. ☐ Amount and recency of flight experience
- d. ☐ Learning goals
- e. ☐ Instructor qualifications
- f. ☐ Preflight planning assignment

#### 2. Agreement on the Conduct of the Flight Review

- a. ☐ Estimated training time
- b. ☐ Completion standards
- c. ☐ PIC designation
- d. ☐ Instructor's plan of action

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**3. Ground Review (One hour minimum)**

- a. ☐ General operating and flight rules
- b. ☐ Recent industry and regulatory changes
- c. ☐ General aviation security
- d. ☐ Pilot qualifications
- e. ☐ Airworthiness requirements
- f. ☐ Cross-country flight planning
- g. ☐ Airspace and weather minimums
- h. ☐ Performance and limitations
- i. ☐ Operation of systems
- j. ☐ Risk management
- k. ☐ Flight deck management
- l. ☐ Runway incursion risks and avoidance
- m. ☐ Airport signs, markings, and lightning
- n. ☐ Traffic pattern operations
- o. ☐ Stabilized approach concept
- p. ☐ Stall and spin awareness
- q. ☐ Upset prevention and loss of control accidents
- r. ☐ \_\_\_\_\_

**4. Flight maneuvers and Procedures (One hour minimum)**

- a. ☐ Installed equipment review
- b. ☐ Normal takeoff and landing
- c. ☐ Crosswind takeoff and landing
- d. ☐ Soft-field takeoff and landing
- e. ☐ Short-field takeoff and landing
- f. ☐ Rejected takeoff
- g. ☐ Go-around/rejected landing
- h. ☐ Power-off 180° accuracy approach and landing
- i. ☐ No flap landing
- j. ☐ Steep turns
- k. ☐ Ground reference maneuvers
- l. ☐ Navigation, diversion, and lost procedures
- m. ☐ Slow flight and proficiency stalls
- n. ☐ Demonstration and scenario-based stalls
- o. ☐ Flight by reference to the instruments (hood)
- p. ☐ Recovery from unusual flight attitudes (hood)
- q. ☐ Emergency descent
- r. ☐ Emergency approach and landing (simulated)
- s. ☐ Systems and equipment malfunctions (simulated)
- t. ☐ Engine failure after liftoff (simulated)
- u. ☐ Multi-engine operations [AMEL]
- v. ☐ \_\_\_\_\_

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5. **Post-Review Considerations**

- a. ( ) Pilot's self-assessment
- b. ( ) Instructor's self-assessment
- c. ( ) Resolution of questions
- d. ( ) Establishment of personal minimums
- e. ( ) Establishment of a personal proficiency plan
- f. ( ) Logbook entries and endorsement

**Completion of the Flight Review**

A flight review, which consisted of a knowledge review and skill demonstration of the items noted above, has been satisfactorily completed.

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Pilot's signature

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Instructor's signature

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