

# Lesson 1

## **14 CFR, PART 61 CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, & GROUND INSTRUCTORS**

Recurrent DPE, Lesson 1  
Part 61



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14 CFR Part 61 contains the Federal Aviation Regulations pertaining to the certification of pilots, flight instructors, and ground instructors.

In this lesson we will discuss the eligibility and certification process for those airmen.

## OBJECTIVE(S)

- On an End-of-Lesson Test, and in accordance with 14 CFR Part 61, you will identify:
  - Requirements for exercising the privileges of pilot certifications and ratings
  - Documentation that must be submitted by applicant prior to conducting an airman practical test
  - Eligibility requirements for airmen to take a practical test

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On an End-of-Lesson Test and in accordance with 14 CFR, Part 61, you will identify requirements for exercising the privileges of pilot certifications and ratings, documentation that must be submitted by an applicant prior to conducting an airman practical test, and eligibility requirements for airmen to take a practical test.

## PART 61 SUBPARTS

- Subpart A - General
- Subpart B - Aircraft Ratings and Pilot Authorizations
- Subpart C - Student Pilots
- Subpart D - Recreational Pilots
- Subpart E - Private Pilots
- Subpart F - Commercial Pilots

14 CFR, Part 61

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Part 61 is divided into subparts that pertain to specific airman certification specifications.

Subpart A, General, includes §61.1 through §61.60.

Subpart B, Aircraft Ratings and Pilot Authorizations, includes §61.61 through §61.77.

Subpart C, Student Pilots, includes §61.81 through §61.95.

Subpart D, Recreational Pilots, includes §61.96 through §61.101.

Subpart E, Private Pilots, includes §61.102 through §61.117

Subpart F, Commercial Pilots, includes §61.121 through §61.133.

## PART 61 SUBPARTS (Cont'd)

- Subpart G - Airline Transport Pilots
- Subpart H - Flight Instructors Other than Flight Instructors With a Sport Pilot Rating
- Subpart I - Ground Instructors
- Subpart J - Sport Pilots
- Subpart K - Flight Instructors With a Sport Pilot Rating

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Subpart G, Airline Transport Pilots, includes §61.151 through §61.167.

Subpart H, Flight Instructors Other than Flight Instructors With a Sport Pilot Rating, includes §61.181 through §61.199.

Subpart I, Ground Instructors, includes §61.211 through §61.217.

Subpart J, Sport Pilots, includes §61.301 through §61.329.

Subpart K, Flight Instructors With a Sport Pilot Rating, includes §61.401 through §61.431

## SUBPART A - GENERAL

- Includes requirements for issuing:
- Pilot, flight instructor, and ground instructor certificates/ratings
- Including privileges and limitations of those certificates/ratings
- Authorizations
- Pilot, ground instructor, & flight instructor certificates under courses approved by Administrator

14 CFR, Part 61.1

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14 CFR, Part 61 prescribes requirements for issuing pilot, flight instructor, and ground instructor certificates and ratings and describes the privileges and limitations of those certificates and ratings. Part 61 also states the requirements for issuing pilots ground and flight instructor authorizations. Finally, it prescribes requirements for issuing pilot, ground instructor, and flight instructor certificates under courses approved by the administrator.

## **LIMITATION—FOREIGN PILOT CERTIFICATE**

- NO one may exercise privileges of foreign pilot certificate to operate an aircraft of foreign registry under 14 CFR, Part 61.3(b) if certificate is:
  - Surrendered
  - Suspended
  - Revoked
  - Expired

14 CFR, Part 61.2

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NO one may exercise privileges of a foreign pilot certificate to operate aircraft of foreign registry under part 61.3(b) if the certificate is surrendered, suspended, revoked, or expired.

## **LIMITATION—FOREIGN PILOT CERTIFICATE (Cont'd)**

- NO person may exercise privileges of pilot certificate issued under 14 CFR, Part 61.75 or authorization issued under 14 CFR, Part 61.77 if foreign pilot certificate relied upon for issuance of U.S. pilot certificate or authorization is:
  - Surrendered
  - Suspended
  - Revoked
  - Expired

14 CFR, Part 61.2

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NO person may exercise privileges of a pilot certificate issued under Part 61.75, or an authorization issued under Part 61.77, if the foreign pilot certificate relied upon for issuance of the U.S. pilot certificate or authorization, is surrendered, suspended, revoked, or expired.

## **LIMITATION—MEDICAL CERTIFICATE**

- NO one may exercise privileges of medical certificate issued under 14 CFR, Part 67 to meet any requirements of 14 CFR, Part 61 if medical certificate is:
  - Surrendered
  - Suspended
  - Revoked
  - Expired according to duration standards set forth in 14 CFR, Part 61.23(d)

14 CFR, Part 61.2

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NO one may exercise privileges of a medical certificate issued under 14 CFR, Part 67 to meet any requirements of 14 CFR, Part 61 if the medical certificate is surrendered, suspended, revoked, or expired according to duration standards set forth in 14 CFR, Part 61.23(d).



## LIMITATION—CURRENCY

- **NO** one may exercise privileges of airman certificate, rating, endorsement, or authorization issued under 14 CFR, Part 61 unless he/she meets appropriate airman and medical recency requirements of 14 CFR, Part 61 specific to operation or activity.

14 CFR, Part 61.2

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NO one may exercise privileges of an airman certificate, rating, endorsement, or authorization issued under 14 CFR, Part 61 unless they meet appropriate airman and medical recency requirements of 14 CFR, Part 61 specific to the operation or activity.

## **LIMITATION—CURRENCY (Cont'd)**

- NO person may exercise privileges of foreign pilot license within U.S. to conduct operation described in 14 CFR, Part 61.3(b), unless he/she meets appropriate airman and medical recency requirements of country that issued license.

14 CFR, Part 61.2

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NO person may exercise the privileges of a foreign pilot license within the U.S., to conduct an operation described in 14 CFR Part 61.3(b), unless he/she meets the appropriate airman and medical recency requirements of the country that issued the foreign license.

## **SPECIAL FEDERAL AVIATION REGULATIONS (SFARs)**

- May contain:
  - Specific operating conditions
  - Relief from existing FARs
  - Specific pilot training and endorsements
  - Flight experience
- Will contain:
  - Termination or expiration date

14 CFR, Part 61

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14 CFR, Part 61 also contains Special Federal Aviation Regulations (SFARs). SFARs may pertain to specific operating conditions, relief from existing FARs, specific pilot training and endorsements, and/or flight experience. SFARs have a termination or expiration date. All SFARs are in addition to existing FARs. If appropriate, the DPE must be familiar with and apply SFAR requirements when conducting a practical test.

## EXAMPLES OF SFARs

- SFAR 73
  - Required training & endorsements for Robinson Helicopter
- SFAR 100-2
  - Relief of military or civilian personnel assigned outside U.S. in support of U.S. armed forces operations
- SFAR 108
  - Pilot requirements for operating Mitsubishi MU-2 aircraft

14 CFR, Part 61

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SFAR 73 contains specific pilot training, endorsements, and flight experience requirements for flight operations conducted with the Robinson Helicopter, models R-22 and R-44.

SFAR 100-2 allows for FAR relief of military or civilian personnel assigned outside the U.S. in support of U.S. armed forces operations.

SFAR 108 contains special training, experience, and operating requirements for Mitsubishi MU-2B series aircraft.

These are just a few of the SFARs that may impact you as a DPE. You must be aware of and comply with any and all relevant SFARs when conducting practical tests.

## **FLIGHT SIMULATORS & FLIGHT TRAINING DEVICES**

- Must be approved by Administrator for:
  - Training, testing, and checking for which it is used
  - Each maneuver, procedure, or crewmember function performed
- Representation of:
  - Specific category-class and type of aircraft
  - Particular variation within type or set of aircraft
  - Flight Training Devices may be approved for specific purposes.

14 CFR, Part 61.4

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The Administrator may approve a device other than a flight simulator or flight training device for specific purposes such as training and checking. It must also be approved for each particular maneuver, procedure, or crewmember function performed. It must represent the specific category, class, and type of aircraft, and the particular variation within the type or set of aircraft. The Administrator may approve a device other than a flight simulator or flight training device, such as a cockpit procedure trainer, for specific purposes.

# APPLYING FOR CERTIFICATE

- Applicant for airman certificate rating or authorization under Part 61 must make application in form & manner acceptable to Administrator.
- Applicant must submit, as applicable, FAA Form:
  - 8710-1, or
  - 8710-11 (Sport Pilot)
  - Unless using IACRA

**Airman Certificate and/or Rating Application - Sport Pilot**

1. Department of Transportation Federal Aviation Administration

2. Personal Information

3. Medical History

4. Flight History

5. Signature of Applicant

6. Signature of Examiner

7. Date

8. Remarks

14 CFR, Part 61.13

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An applicant for an airman certificate must make application on either FAA Form 8710-1, Airman Certificate and/or Rating Application, or FAA Form 8710-11, Airman Certificate and/or Rating Application-Sport Pilot (unless using IACRA). If an applicant is not a citizen nor a resident alien of the United States and applies for a student pilot certificate issued outside the U.S. or a knowledge or practical test for a certificate or rating issued under this part, the applicant must show that he/she has paid the fee prescribed in Part 187, Appendix A. The Administrator may refuse to issue any airman certificate, rating, or authorization.

## **LIMITATION–PHYSICAL**

- Applicant who CANNOT comply with parts of practical test due to physical limitations may be issued certificate, rating, or authorization provided:
  - Application meets all other certification requirements
  - Physical limitation has been recorded
  - Administrator determines there will be no adverse effect on safety

14 CFR, Part 61.13

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An applicant who cannot comply with certain areas of operation required on the Practical Test because of physical limitations may be issued an airman certificate, rating, or authorization with a limitation. This is provided the airman is able to meet all other certification requirements; the physical limitation has been recorded with the FAA on the applicant's medical records; and the Administrator determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.

Limitations due to physical conditions may require a Statement of Demonstrated Ability that can only be issued by an FAA Inspector. If an applicant has a physical limitation they have not previously tested for, refer them to the local FSDO. DPEs do NOT have the authority to issue a Statement of Demonstrated Ability.

## REMOVAL OF LIMITATION

- Limitation may be removed, provided applicant demonstrates proficiency in appropriate area.



14 CFR, Part 61.13

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A limitation on an airman certificate may be removed once the applicant demonstrates satisfactory proficiency in the area of operation appropriate to the airman certificate, rating, or authorization sought.



## **SUSPENSION, REVOCATION, & EXPIRATION**

- Person whose pilot, flight instructor, or ground instructor certificate has been:
  - Suspended, may NOT:
    - Exercise privileges of certificate, rating, or authorization
    - Apply for ANY certificate rating/authorization during suspension
  - Revoked, may NOT:
    - Exercise privileges of certificate, rating, or authorization
    - Must wait for 1 year before applying
  - Expired, may NOT:
    - Exercise privileges of certificate, rating, or authorization

14 CFR, Part 61.13, 61.2

No one may exercise privileges of a certificate, rating, endorsement, or authorization issued under 14 CFR, Part 61 if the certificate, rating, or authorization is surrendered, suspended, revoked, or expired.

Unless otherwise authorized by the Administrator, an airman under an order of suspension may not apply for any certificate, rating, or authorization during the period of suspension.

If the airman's certificate was revoked, he/she must wait for a period of 1 year after the date of revocation before applying.

## TEMPORARY CERTIFICATES

- Are issued for up to 120 days
- Expire on:
  - Expiration date shown on certificate, or
- Receipt of:
  - Permanent certificate
  - Notice that rating sought is denied or revoked

14 CFR, Part 61.17

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A temporary pilot, flight instructor, or ground instructor certificate or rating expires 120 days from the date you issue it, upon receipt of the permanent certificate, or upon receipt of a notice that the rating sought is denied or revoked. These conditions are printed on the back of the FAA Form 8060-4, Temporary Airman Certificate. Upon successful completion of a practical test, go over those conditions with the new certificate holder.

## STUDENT PILOT CERTIFICATE DURATION

- For student pilots UNDER 40:
  - Certificate does NOT expire until 60 calendar months after month of date of examination shown on medical certificate.
- For student pilots OVER 40:
  - Certificate does NOT expire until 24 calendar months after month of date of examination shown on medical certificate.

14 CFR, Part 61.19

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If the student is under 40 years of age, the student pilot certificate expires in 60 calendar months, the same as a third class medical, if a medical is required.

If the student is over 40 years of age, the student pilot certificate expires in 24 calendar months, the same as a third class medical, if a medical is required.

## STUDENT PILOT CERTIFICATE DURATION (Cont'd)

- For student pilots seeking glider or balloon rating only:
  - Certificate does NOT expire until 60 calendar months after month of date issued, regardless of person's age.

14 CFR, Part 61.19

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This is a significant amendment. Regardless of a student's age, for a student seeking glider or balloon rating only, the student pilot certificate expires in 60 calendar months rather than 24 months.

## CERTIFICATE DURATION

- Flight Instructor Certificates
- Expire 24 calendar months from month:
  - Issued
  - Renewed
  - Reinstated
- Certificates issued IAW 14 CFR, Part 61.75
- Expire when associated foreign pilot license expires

14 CFR, Part 61.19

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Flight instructor certificates expire 24 months from the month issued, renewed, or reinstated. Certificates issued on basis of foreign certificates expire when the associated foreign pilot license expires.

## CERTIFICATE DURATION (Cont'd)

- Certificates issued with airman photos are issued WITH expiration dates.
- Normally expire five years from date of issue
- Other pilot and ground instructor certificates are issued WITHOUT expiration dates.

14 CFR, Part 61.19

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Airman certificates issued with the airman photo embedded expire in five years.

Other airman certificates are issued without an expiration date.

## MEDICAL CERTIFICATE REQUIREMENTS & DURATION

WHEN EXERCISING PRIVILEGES OF ...	MUST HAVE ...
Airline Transport Pilot (ATP)	1st class Medical
Commercial pilot	2nd class Medical
Private pilot	3rd class Medical
Recreational pilot	
Student pilot	
Flight instructor acting as PIC	
Flight instructor serving as required crew member	

14 CFR, Part 61.23

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Applicants should have knowledge of medical certificate class required when conducting specific operations. An airman must have a first class medical when required to exercise Airline Transport Pilot (ATP) privileges. Commercial pilot privileges require a second class medical. Those acting as pilot-in-command in categories other than glider and free balloon and exercising the privileges of a private, recreational, or student pilot need a third class medical. Also, flight instructors acting as pilot in command and serving as required flight crew members must have a third class medical.

## THIRD CLASS MEDICAL REQUIRED

- For applicant taking practical test in a powered aircraft for the following certificates:
  - Recreational pilot
  - Private pilot
  - Commercial pilot
  - Airline Transport Pilot (ATP)
  - Flight instructor
  - For examiner in a powered aircraft when administering practical test or proficiency check for airman certificate, rating, or authorization

14 CFR, Part 61.23

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At least a third class medical is required for applicants taking a practical test in a powered aircraft for a recreational pilot, private pilot, commercial pilot, Airline Transport Pilot (ATP), or flight instructor certificate. A third class medical is also required for an examiner in a powered aircraft when administering a practical test or proficiency check for an airman certificate, rating, or authorization.



## NO MEDICAL CERTIFICATE REQUIRED

- When exercising privileges of:
  - Student pilot certificate while seeking:
  - Sport pilot certificate with glider or balloon privileges
  - Pilot certificate with glider category or balloon class ratings
  - Pilot certificate including sport pilot certificate with glider category rating or balloon class rating in glider or balloon, as appropriate

14 CFR, Part 61.23

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Student pilots seeking a sport pilot certificate or other than sport pilot certificate with glider or balloon privileges are not required to have a medical certificate. Pilots who hold certificates with a glider category or balloon class rating are not required to hold a medical certificate.

## **NO MEDICAL CERTIFICATE REQUIRED (Cont'd)**

- When exercising privileges of:
- Flight instructor certificate:
  - With sport pilot rating in glider or balloon
  - With glider category rating
  - NOT acting as PIC or required crew member
  - Ground instructor certificate

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A medical certificate is NOT required when exercising the privileges of a flight instructor certificate with a sport pilot rating in a glider or balloon; with a glider category rating; or while NOT acting as pilot in command or required crew member. A medical certificate is also not required when exercising the privileges of a ground instructor certificate.

## **NO MEDICAL CERTIFICATE REQUIRED (Cont'd)**

- When serving as examiner or check airman and administering practical test or proficiency check for airman certificate, rating, or authorization conducted in:
  - Glider
  - Balloon
  - Flight simulator
  - Flight training device

14 CFR, Part 61.23

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A medical certificate is not required when serving as an examiner or check airman and administering a practical test or proficiency check for airman certificate, rating, or authorization conducted in a glider, balloon, flight simulator, or flight training device

## **NO MEDICAL CERTIFICATE REQUIRED (Cont'd)**

- When taking practical test or proficiency check for certificate, rating, authorization or operating privilege conducted in:
  - Glider
  - Balloon
  - Flight simulator
  - Flight Training Device (FTD)

14 CFR, Part 61.23

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A medical certificate is not required when taking a practical test, or proficiency check for a certificate, rating, authorization, or operating privilege conducted in a Glider, Balloon, Flight Simulator, or FTD.

## **NO MEDICAL CERTIFICATE REQUIRED (Cont'd)**

- When military pilot of U.S. Armed Forces can show evidence of up-to-date medical examination authorizing pilot flight status issued by U.S. Armed Forces:
  - Does NOT require higher than 3rd class medical; and
  - Is domestic flight operation within U.S. airspace

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Military pilots are no longer required to have an FAA Medical Certificate if they can show evidence of an up-to-date medical examination authorizing pilot flight status issued by the U.S. Armed Forces. Note: this applies only to operations that do not require higher than a third-class medical certificate or international operations.

## **MEDICAL OR DRIVER'S LICENSE REQUIRED**

- When exercising privileges of the following certificates in light-sport aircraft other than glider/balloon:
  - Student pilot certificate while seeking sport privileges
  - Sport pilot certificate
  - Flight instructor certificate while:
    - Acting as PIC
    - Serving as required flight crewmember

14 CFR, Part 61.23

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Sport pilot rules allow pilots to use a valid driver's license instead of a medical certificate. This includes student pilots while seeking privileges in light-sport, other than glider and balloon; sport pilots in light-sport aircraft other than glider or balloon; and flight instructor certificate holders with a sport pilot rating while acting as pilot-in-command or serving as a required flight crew member of a light-sport aircraft, other than a glider or balloon.

Glider category and balloon class do not require a driver's license or medical certificate regardless of the pilot's certificate level.

## LIMITATION

- NO person may use official government issued driver's license to meet any requirements of 14 CFR, Part 61 related to holding that driver's license if license is:
  - Surrendered
  - Suspended
  - Revoked
  - Expired

14 CFR, Part 61.2

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A driver's license cannot be used to meet any requirements of part 61 if that license has been surrendered, suspended, revoked, or expired.

## FIRST CLASS MEDICAL CERTIFICATE DURATION

- 6 calendar months
  - Airmen over 40 at time of medical exam
- 12 calendar months
  - Airmen under 40 at time of medical exam

14 CFR, Part 61.23

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The DPE should test the applicant's knowledge of required medical certificate duration based on age.

If the airman is over 40 years of age at the time of the first class medical exam, the medical certificate is valid for six calendar months after the month issued. He/she may use it to exercise second class privileges for 12 calendar months after the month issued, and to exercise third class privileges for 24 calendar months after the month issued.

If the airman is under 40 years of age at the time of the first class medical exam, the medical certificate is valid for 12 calendar months after the month issued. He or she may NOT use it to exercise second class privileges after 12 calendar months since the date issued; however, he/she may use it to exercise third class privileges for 60 calendar months from the month issued.

Note that regardless of age, a second class medical is only valid for 12 calendar months after the month issued.



## SECOND & THIRD CLASS MEDICAL CERTIFICATE DURATION

- 2nd Class
  - 12 calendar months - Any age at time of medical exam
- 3rd Class
  - 24 calendar months - Airmen over 40 at time of medical exam
  - 60 calendar months - Airmen under 40 at time of medical exam

14 CFR, Part 61.23

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A second class medical certificate is valid for 12 calendar months after the month issued.

If the airman is over 40 years of age at the time of the second class medical exam, he/she may use the second class medical for third class privileges for 24 calendar months after the month issued. If the airman is under 40 years of age at the time of the exam, he/she may use the second class medical for third class privileges for 60 calendar months after the month issued.

If an airman is over the age of 40 at the time of the third class medical exam, the medical certificate is valid for 24 calendar months after the month issued. If the airman is under 40 years of age at the time of the third class medical exam, the certificate is valid for 60 calendar months after the month issued.

# TYPE RATINGS

- Aircraft type ratings are required for anyone acting as PIC of:
  - Large aircraft
  - Except lighter-than-air
  - Turbojets
  - Other aircraft specified through type certificate



14 CFR, Part 61.31

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Aircraft type ratings are required for any person who acts as pilot-in-command of any large aircraft (greater than 12,500 pounds gross takeoff weight) except for lighter-than-air. They are also required for turbojet powered airplanes and other aircraft specified by the Administrator through the aircraft's type certificate.

## **DEFINITION: AUTHORIZED INSTRUCTOR—GROUND**

- A person who:
  - Holds ground instructor certificate issued under 14 CFR, Part 61; and
  - Is in compliance with 14 CFR, Part 61.217 when conducting ground training in accordance with privileges & limitations of ground instructor certificate

14 CFR, Part 61.1(b)(2)(i)&(ii)

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An authorized ground instructor is a person who holds a ground instructor certificate issued under 14 CFR, Part 61 and is in compliance with 14 CFR, Part 61.217 when conducting ground training in accordance with the privileges and limitations of his/her ground instructor certificate.

## **DEFINITION: AUTHORIZED INSTRUCTOR—FLIGHT**

- A person who:
  - Holds flight instructor certificate issued under 14 CFR, Part 61; and
  - Is in compliance with 14 CFR, Part 61.197 when conducting ground or flight training in accordance with privileges & limitations of flight instructor certificate

14 CFR, Part 61.1(b)(2)(i)&(ii)

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An authorized flight instructor is a person who holds a flight instructor certificate issued under 14 CFR, Part 61 and is in compliance with 14 CFR, Part 61.197 when conducting ground training or flight training in accordance with the privileges and limitations of his or her flight instructor certificate.

## COMPLEX AIRPLANE ENDORSEMENT

- Airmen must have received & logged ground & flight training from authorized instructor in complex airplane, flight simulator, or FTD to act as PIC in aircraft with:
  - Flaps
  - Retractable landing gear
  - Controllable pitch propeller (flaps and controllable pitch propeller for seaplane)

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To act as pilot-in-command of an aircraft having flaps, retractable landing gear, and controllable pitch propeller, the pilot must have received and logged ground and flight training from an authorized instructor in a complex airplane, flight simulator, or flight training device that is representative of a complex airplane.

## COMPLEX AIRPLANE ENDORSEMENT (Cont'd)

- Received one-time logbook endorsement
- Exception:
  - Endorsement is NOT required if applicant logged flight time in complex airplane before August 4, 1997.

**58. To act as PIC in a complex airplane: section 61.31(e).**

I certify that (*First name, MI, Last name*), (*pilot certificate*), (*certificate number*), has received the required training of section 61.31(e) in a (*make and model of complex airplane*). I have determined that he/she is proficient in the operation and systems of a complex airplane.

/s/ [date] J. J. Jones 987654321CFI Exp. 12-31-05

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The pilot must have also received a one-time logbook endorsement from an authorized instructor. However, if the airman has logged flight time in a complex airplane prior to August 4, 1997, the flight instructor logbook endorsement is not required.

## **DEFINITION: HIGH-PERFORMANCE AIRPLANE**

- Airplane that has an engine of more than 200 horsepower.

14 CFR, Part 61.31

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A high-performance airplane is one that has an engine of more than 200 horsepower.

(Revised 04-15-2011 to reflect proper definition of high performance Airplane as indicated by 61.31 TEB

(f) Additional training required for operating high-performance airplanes. (1) Except as provided in paragraph (f)(2) of this section, no person may act as pilot in command of a high-performance airplane (an airplane with an engine of more than 200 horsepower), unless the person has—

(i) Received and logged ground and flight training from an authorized instructor in a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane, and has been found proficient in the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorized instructor who certifies the person is proficient to operate a high-performance airplane.)

## HIGH-PERFORMANCE ENDORSEMENT

- To act as PIC in high-performance airplane, must have:
  - Received & logged ground & flight training in high-performance airplane, flight simulator, or flight training device
  - Received one-time logbook endorsement from authorized flight instructor certifying pilot is proficient to operate high performance airplane
- Exception:
  - Airmen who logged time in high performance airplane prior to August 4, 1997 are NOT required to have logbook endorsement.

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A person wishing to act as pilot-in-command of a high-performance airplane must receive the proper training. He or she also must have received a logbook endorsement from an authorized instructor certifying that he/she is proficient to operate a high-performance airplane. Airmen who logged time in a high-performance airplane prior to August 4, 1997 are not required to have the logbook endorsement.



## PRESSURIZED AIRCRAFT

- To act as PIC of pressurized aircraft, airmen must have:
  - Received & logged ground training from authorized instructor
  - Received training in aircraft, simulator, or training device
  - Received endorsement in logbook/training record from authorized instructor

14 CFR, Part 61.31

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To act as pilot in-command of a pressurized aircraft with a service ceiling or maximum operating altitude (whichever is lower) of 25,000 feet MSL, a person must have received and logged ground training from an authorized instructor. He/she also must have received and logged training from an authorized instructor in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft, and obtained an endorsement in his/her logbook or training record from an authorized instructor who found the person proficient in the operation of a pressurized aircraft.

## **PRESSURIZED AIRCRAFT (Cont'd)**

- Training & endorsement NOT required if airman can satisfactorily show he/she has accomplished any of these in pressurized aircraft or flight simulator/FTD representative of pressurized aircraft:
  - Serve as PIC before April 15, 1991
  - Complete pilot proficiency check for pilot certificate or rating before April 15, 1991
  - Complete PIC check conducted by U.S. military services
  - Complete PIC proficiency check under 14 CFR, Part 121, 125, or 135 conducted by Administrator or approved check airman

14 CFR, Part 61.31

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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The training and endorsements are not required if the airman can satisfactorily document accomplishment of any of the following in a pressurized aircraft or flight simulator or flight training device representative of a pressurized aircraft:

Serving as Pilot-in-Command before April 15, 1991

Completing pilot proficiency check for pilot certificate or rating before April 15, 1991

Completing official Pilot-in-Command check conducted by U.S. military services; or

Completing a pilot proficiency check under 14 CFR, Part 121, 125, or 135 conducted by the Administrator or by an approved pilot check airman.

# TAILWHEEL AIRPLANES

- To act as PIC of tailwheel airplane, airman must have:
  - Received & logged flight training in tailwheel airplane
  - Received logbook endorsement from authorized instructor
  - Except airmen who logged PIC time in tailwheel prior to April 15, 1991



14 CFR, Part 61.31

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Conventional gear airplanes are now referred to as tailwheel since they are scarcer than their tricycle gear counterparts. No person may act as pilot-in-command of a tailwheel airplane unless he/she has received and logged flight training from an authorized instructor in a tailwheel airplane and received a logbook endorsement from the instructor who provided the training. A tailwheel endorsement is not required for airmen who logged PIC time in a tailwheel airplane prior to April 15, 1991.

# GLIDER

- To act as PIC of glider using ground tow or aero-tow, airmen must have:
  - Accomplished ground & flight training
  - Received endorsement
  - Holders of glider rating issued before August 4, 1997 are in compliance



14 CFR, Part 61.31

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To act as pilot-in-command of a glider using ground tow, a person must have accomplished ground and flight training on ground tow procedures and operations and received an endorsement from an authorized instructor who provided training. Similarly, if using Aero-Tow, that person must have ground and flight training on aero-tow procedures and operations and a logbook endorsement from an authorized instructor who provided training. However, holders of glider ratings issued before August 4, 1997 are considered to be in compliance with the training and logbook endorsement requirements of Part 61.

## EXCEPTIONS TO PART 61

- Rating limitations do NOT apply to:
  - Applicant taking practical test
- Holder of:
  - Student pilot certificate
- Pilot certificate when operating under authority of:
  - Provisional type certificate
  - Experimental certificate (unless passenger carrying operations)
  - Pilot certificate with lighter-than-air rating when operating balloon
  - Recreational pilot certificate

14 CFR, Part 61.31

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Part 61 allows an applicant who is not rated in an aircraft to act as pilot-in-command in order to take a practical test. Rating limitations of Part 61 do not apply to an applicant taking a practical test given by an examiner; a student pilot certificate holder; the holder of a pilot certificate when operating an aircraft under the authority of a provisional type certificate, or an experimental certificate unless the operation involves carrying a passenger. The limitations also do not apply to the holder of a pilot certificate with a lighter-than-air rating when operating a balloon or the holder of a recreational pilot certificate operating under the provisions of Part 61.101(h).

## PREREQUISITES FOR PRACTICAL TEST

- To be eligible for practical test, applicant must:
  - Pass knowledge test within 24-calendar month period, if knowledge test required
  - Present knowledge test report at time of application
  - Have accomplished training & obtained experience
  - Hold third class medical certificate, if medical certificate required

14 CFR, Part 61.39

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To be eligible for a practical test, an applicant must pass a knowledge test within 24 calendar months preceding the practical test, if a knowledge test is required, and present the knowledge test report at the time of application. The applicant must also have satisfactorily completed the required training and obtained the aeronautical experience for the certificate or rating sought. In addition, the applicant must hold a third class medical certificate, if a medical certificate is required.

Let's say an applicant has a knowledge test that expires September 30, 2009. She finishes her flight training on the 29th and begins the practical test. Due to weather, she is unable to complete the flight. The only time the applicant and examiner can complete the practical test is October 1st. The applicant would have to take the knowledge test again prior to continuing the practical test.

## PREREQUISITES FOR PRACTICAL TEST (Cont'd)

- To be eligible for practical test, applicant must have an endorsement, if required by 14 CFR, Part 61, in applicant's logbook or training record signed by authorized instructor who certifies applicant:
  - Has received & logged training within 2 calendar months of practical test
  - Is prepared for practical test
  - Has reviewed deficient areas on knowledge test
  - Completed & signed application form

14 CFR, Part 61.39

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To be eligible for a practical test, an applicant must have endorsements (if required) certifying that he/she: has received and logged training within 2 calendar months preceding the day of the test; is prepared for the practical test; and has reviewed areas found deficient on the knowledge test. The applicant must also have a completed and signed application form.

## PREREQUISITES FOR PRACTICAL TEST (Cont'd)

- If all increments of the practical test not completed on the same date, then all the remaining increments of the test must be completed within **2 calendar months**
- If any increments are **NOT** completed within **2 calendar months**, applicant must retake entire practical test.

14 CFR, Part 61.39

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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If all increments of the practical test for a certificate or rating are not completed on the same date, then all the remaining increments of the test must be completed within 2 calendar months after the month the applicant began the test.

If all increments of the practical test for a certificate or rating are not completed within 2 calendar months after the month the applicant began the test, the applicant must retake the entire practical test.

(Revised 03-15-2011 TEB)



## EXCEPTIONS TO PREREQUISITES

- Applicant may take practical test with expired knowledge test report if he/she:
  - Is within the provisions of SFAR 100
  - Is employed as flight crew member by Part 121,125, or 135 certificate holder
  - Has accomplished operator's approved training requirements
  - Is U.S. military flight crew member
  - Holds foreign pilot license issued by ICAO member state & is applying for:
    - Type rating only
    - ATP certificate or additional rating

14 CFR, Part 61.39

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant for an Airline Transport Pilot (ATP) certificate may take a practical test with an expired knowledge test report provided the applicant is within the provisions of SFAR 100, is employed as a flight crew member by a certificate holder under 14 CFR, Part 121, 125, or 135 at the time of the practical test, and has satisfactorily accomplished that operator's approved pilot-in-command aircraft qualification training program and requirements appropriate to the certificate and rating sought.

The applicant may take the practical test with an expired knowledge test if he or she is employed as a flight crew member in scheduled U.S. military air transport operations at the time of the test and has accomplished the pilot-in-command aircraft qualification training program appropriate to the certificate and rating sought.

Finally, the applicant may take the practical test with an expired knowledge test if he/she holds a foreign pilot license issued by ICAO and is applying for a type rating only or an additional rating to an ATP certificate.

## AERONAUTICAL EXPERIENCE IN ULTRALIGHT VEHICLES

- May be used to meet requirements for:
  - Sport pilot certificate
  - Flight instructor certificate with sport pilot rating
  - Private pilot certificate with weight-shift-control or powered parachute rating
  - Glider and unpowered ultralight vehicle towing

14 CFR, Parts 61.52, 61.69

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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A person may use aeronautical experience obtained in an ultralight vehicle to meet the requirements for a sport pilot certificate; a flight instructor certificate with a sport pilot rating; a private pilot certificate with a weight-shift-control or powered parachute category rating; or for glider and unpowered ultralight vehicle towing.

## AERONAUTICAL EXPERIENCE IN ULTRALIGHT VEHICLES (Cont'd)

- To use ultralight vehicle experience to meet requirements of certificate or rating, one must:
- Have been a registered ultralight pilot when experience was obtained
- Log experience in accordance with provisions specified by FAA-recognized ultralight organization & 14 CFR, Part 61.5
- Obtain experience in same category & class of vehicle as rating or privileges sought

14 CFR, Part 61.52

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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A person using aeronautical experience obtained in an ultralight vehicle to meet the requirements for a certificate or rating must have been a registered ultralight pilot with an FAA-recognized ultralight organization when that aeronautical experience was obtained.

He must have documented and logged that aeronautical experience in accordance with the provisions for logging aeronautical experience specified by an FAA-recognized ultralight organization and with provisions for logging pilot time in aircraft as specified in 14 CFR, Part 61.51.

Finally, the pilot must have obtained the experience in a category and class of vehicle corresponding to the rating or privileges sought.

## ADDITIONAL RATING ELIGIBILITY

- To be eligible for additional category ratings, (other than ATP), applicants must:
  - Complete training and have applicable aeronautical experience
  - Have logbook or training record endorsement from authorized instructor attesting person was found competent in appropriate aeronautical knowledge areas and proficient in appropriate areas of operation
  - Pass practical test

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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For an additional aircraft rating on a pilot certificate other than for an ATP certificate, a person must meet the requirements of 14 CFR, Part 61.63 appropriate to the additional aircraft rating sought.

A person who applies to add a category rating to a pilot certificate must complete the training and have the applicable aeronautical experience. They also need a logbook or training record endorsement from an authorized instructor attesting that they were found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation, and pass the practical test.

## EXCEPTION TO ADDITIONAL RATING ELIGIBILITY REQUIREMENTS

- Applicant applying for additional category ratings (other than ATP) need NOT take additional knowledge test if they hold, at pilot certificate level or higher:
  - Airplane
  - Rotorcraft
  - Powered-lift
  - Airship rating

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant applying for additional category ratings (other than ATP) need NOT take an additional knowledge test if he or she holds an airplane, rotorcraft, powered-lift, or airship rating at that pilot certificate level or higher.

## ADDITIONAL AIRCRAFT CLASS RATING

- Applicant for additional class rating on pilot certificate must:
  - Have logbook or training record endorsement from authorized instructor attesting he/she was found:
    - Competent in appropriate aeronautical knowledge areas
    - Proficient in appropriate areas of operation
    - Pass practical test

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant for an additional class rating on a pilot certificate must have a logbook or training record endorsement from an authorized instructor attesting that the person was found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation. He/she must also pass the practical test.

## EXCEPTIONS TO ADDITIONAL AIRCRAFT CLASS RATING

- Applicants need NOT:
  - Meet training time requirements of 14 CFR, Part 61.63 for pilot certificate for aircraft class rating sought unless they only hold lighter-than-air category rating with balloon class rating & are seeking airship class rating
  - Take additional knowledge test if they hold rating at pilot certificate level or higher for:
    - Airplane
    - Rotorcraft
    - Powered lift
    - Airship

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Applicants need not meet the specified training time requirements that apply to the pilot certificate for the aircraft class rating sought. If they only hold a lighter-than-air category rating with a balloon class rating and are seeking an airship class rating, they must receive the specified training time requirements and possess the appropriate aeronautical experience.

An applicant need not take an additional knowledge test if they hold an airplane, rotorcraft, powered-lift, or airship rating at that pilot certificate level or higher.

## **ADDITIONAL AIRCRAFT TYPE RATING (OTHER THAN ATP)**

- Applicant for additional aircraft type rating must:
  - Hold or concurrently obtain appropriate instrument rating
  - Have logbook or training record endorsement from authorized instructor attesting person is:
  - Competent in appropriate aeronautical knowledge areas
  - Proficient in appropriate areas of operation at ATP certification level
  - Pass practical test in actual or simulated instrument conditions

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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A person who applies for an aircraft type rating, or an aircraft type rating to be completed concurrently with an aircraft category or class rating, must hold or concurrently obtain an appropriate instrument rating.

He or she must also have a logbook or training record endorsement from an authorized instructor attesting that the person is competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation at the Airline Transport Pilot certification level. The applicant must also pass the practical test at the ATP certification level in actual or simulated instrument conditions.



## **ADDITIONAL AIRCRAFT TYPE RATING (OTHER THAN ATP)**

- Applicant who is pilot employee of Part 121 or 135 certificate holder or of manager of fractional ownership program under 14 CFR, Part 91, Subpart K must:
  - Meet appropriate requirements under 14 CFR, Part 61.63, paragraphs (d)(1), (d)(3), & (d)(4);
  - Receive flight training record endorsement from certificate holder attesting he/she completed certificate holder's approved ground & flight training program

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



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Administration

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A pilot employee of a part 121 or 135 certificate holder or of a fractional ownership program managed under subpart K of part 91 must meet the appropriate requirements under 14 CFR, Part 61.63, paragraphs (d)(1), (d)(3), and (d)(4) and receive a flight training record endorsement from the certificate holder attesting that the person completed the certificate holder's approved ground and flight training program.

## **EXCEPTIONS TO ADDITIONAL AIRCRAFT TYPE RATING (OTHER THAN ATP)**

- Applicant for additional aircraft type rating need NOT take additional knowledge test if he/she holds one of these ratings at pilot certificate level:
  - Airplane
  - Rotorcraft
  - Powered-lift
  - Airship

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Applicants must perform the practical test in actual or simulated instrument conditions.

They need not take an additional knowledge test if they hold an airplane, rotorcraft, powered-lift, or airship rating on the pilot certificate.

## **“VFR-ONLY” LIMITATION**

- Applicant for type rating or type rating in addition to aircraft category and/or class rating who provides aircraft NOT capable of instrument maneuvers & procedures required on practical test may receive rating with limitation “VFR only.”

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant for a type rating or a type rating in addition to an aircraft category and/or class rating who provides an aircraft that is not capable of the instrument maneuvers and procedures required on the practical test may receive a rating limited to “VFR only.”

## **“VFR-ONLY” LIMITATION (Cont’d)**

- “VFR-only” limitation may be removed for that aircraft type after applicant passes practical test in that type aircraft:
  - In actual or simulated instrument conditions
  - On the appropriate instrument maneuvers and procedures in 14 CFR, Part 61.157

14 CFR, Part 61.63

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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The “VFR-only” limitation may be removed for that aircraft type after the applicant passes a practical test in that type of aircraft in actual or simulated conditions and on the appropriate instrument maneuvers and procedures in 14 CFR, Part 61.157.

## INSTRUMENT RATING REQUIREMENTS

- Hold current private pilot certificate
- Read, speak, write, and understand English language
- Receive & log ground instruction
- Receive & log training from authorized instructor
- Have instructor endorsement for knowledge & practical tests
- Pass knowledge & practical tests

14 CFR, Part 61.65

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant for an instrument rating must hold a current private pilot certificate with an airplane, helicopter, or powered lift rating. The applicant must read, speak, write, and understand English; receive and log ground instruction from an authorized instructor or complete a home study course applicable to the instrument rating sought; receive a logbook or training record endorsement from an authorized instructor that states they are prepared to take the knowledge test; receive training from an authorized instructor in an aircraft, flight simulator, or flight training device appropriate to the instrument rating sought; receive a logbook or training record endorsement from an authorized instructor certifying that they are prepared to take the practical test. They must pass the required knowledge test appropriate to the instrument rating; however, they are not required to take another knowledge test when they already hold an instrument rating. They must also pass the required practical test appropriate to the instrument rating sought. A practical test conducted in a flight training device or flight simulator must represent an airplane, helicopter, or powered lift, as appropriate and be approved by the Administrator.

## **INSTRUMENT TRAINING IN FLIGHT SIMULATORS OR FLIGHT TRAINING DEVICES (FTDs)**

- Applicant may use maximum of:
  - 30 hours
    - If conducted in accordance with Part 142
  - 20 hours
    - If NOT conducted in accordance with Part 142

14 CFR, Part 61.65

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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If instrument training was provided by an authorized instructor in a flight simulator or flight training device, a maximum of 30 hours may be used if the training was conducted in accordance with 14 CFR, Part 142. Twenty hours may be performed in that flight simulator or flight training device if the training was NOT conducted in accordance with Part 142.

So the typical flight school can use up to 20 hours in an FAA approved simulator/FTD.

## **INSTRUMENT TRAINING IN AVIATION TRAINING DEVICE (ATD)**

- Applicant may credit up to 10 hours in ATD if:
  - FAA approved and authorized device
  - Authorized instructor provides instrument time in device
  - NO more than 10 hours of instrument time in flight simulator or FTD was credited for requirements
  - View-limiting device was worn by applicant
  - FAA approved instrument training and tasks performed in device

14 CFR, Part 61.65

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant may credit up to 10 hours of instrument time received in an Aviation Training Device (ATD) if the device is approved and authorized by the FAA, if an authorized instructor provide the instrument time in the device, if no more than 10 hours of instrument time in a flight simulator or flight training device was credited for the instrument time requirements, if a view-limiting device was worn by the applicant, and if the FAA approved the instrument training and tasks performed in the device.

## GRADUATES OF APPROVED TRAINING

- Have met experience & knowledge requirements if they present certificate within 60 days of graduation



14 CFR, Part 61.71

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Graduates of approved training under 14 CFR, Part 141 or 142 are considered to have met the applicable aeronautical experience and knowledge required by 14 CFR, Part 61 if they present their graduation certificate to a DPE within 60 days of the date of graduation. You CANNOT accept a graduation certificate beyond that 60 days.



## STUDENT PILOT ELIGIBILITY REQUIREMENTS

- 16 years old (except for glider & balloon)
- 14 years old for glider & balloon
- Read, speak, write, & understand English

14 CFR, Part 61.83

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To be eligible for a student pilot certificate, applicants must be at least 16 years of age for operation of aircraft other than glider and balloon, or 14 years of age for operation of glider and balloon. They must also be able to read, speak, write, and understand English.

# APPLICATION FOR STUDENT PILOT CERTIFICATES

- FAA Form:
  - 8710-1, or
  - 8710-11
- Student pilot certificate may be issued by:
  - DPE
  - Airman Medical Examiner
  - FSDO Inspector

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		CERTIFICATE NO. ZZ-
<b>STUDENT PILOT CERTIFICATE</b>		
THIS CERTIFIES THAT <i>(Full name and address)</i>		
ZIP CODE		
BIRTH DATE	HEIGHT IN	WEIGHT HAIR EYES SEX
Has met the standards prescribed in Part 61 of the Federal Aviation Regulations for a Student Pilot Certificate.		
1. PASSENGER CARRYING IS PROHIBITED.		
LIMITATIONS		
ISSUANCE DATE	EXPIRATION DATE	
ISSUED BY	SIGNATURE OF EXAMINER OR INSPECTOR	EXAM. DESIG. NO. OR INSPECTOR'S REG. NO.
	DATE EXAMINER'S DESIG. EXPIRES:	
STUDENT PILOT'S SIGNATURE		
FAA Form 8710-2 (2-77) FORMERLY FAA FORM 8420-1		

14 CFR, Part 61.85

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant for a student pilot certificate must use FAA Form 8710-1, Airman Certificate and/or Rating, or 8710-11, Airman Certificate and/or Rating-Sport Pilot. DPEs, Airman Medical Examiners, and FAA Inspectors may all issue FAA Form 8710-2, the Student Pilot Certificate.

## SPORT PILOT ELIGIBILITY REQUIREMENTS

- 17 years old
- 16 for glider or balloon
- Read, speak, write and understand English
- Logbook endorsements from authorized instructor on knowledge test
- Pass knowledge test
- Logbook endorsements from authorized instructor on areas of operations
- Pass practical test

14 CFR, Part 61.305, 61.307

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To be eligible for a sport pilot certificate, applicants must be 17 years old, except for glider and balloon applicants, who must be 16. They must read, speak, write and understand English.

Applicants also must pass a knowledge test on the applicable aeronautical knowledge areas listed in 14 CFR, Part 61.309. Before taking the sport pilot knowledge test, they must receive a logbook endorsement from the authorized instructor who trained them or evaluated their home-study course and certified that they are prepared for the test.

Applicants must also pass a practical test on the applicable areas of operation listed in 14 CFR, Parts 61.309 and 61.311. Before taking the sport pilot practical test, they must receive a logbook endorsement from the authorized instructor who provided flight training on the areas specified in Parts 61.309 and 61.311. This endorsement certifies that they meet the applicable aeronautical knowledge and experience requirements and are prepared for the practical test.

## RECREATIONAL PILOT ELIGIBILITY REQUIREMENTS

- 17 years old
- Read, speak, write, & understand English
- Receive logbook endorsement by authorized instructor
- Pass required knowledge & practical tests
- Meet aeronautical experience of 14 CFR, Part 61.99
- Hold U.S. Student Pilot Certificate

14 CFR, Part 61.96

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Applicants for a recreational pilot certificate must be 17 years old; read, speak, write, and understand the English language; receive a logbook endorsement by an authorized instructor attesting that they have the requisite aeronautical knowledge; pass the required knowledge and practical tests; meet the aeronautical experience requirements of 14 CFR, Part 61.99, and hold a U.S. student pilot certificate.

## PRIVATE PILOT ELIGIBILITY REQUIREMENTS

- 17 years old
- 16 for glider & free balloon
- Read, speak, write, & understand English
- Hold U.S. student pilot, sport pilot, or recreational pilot certificate

14 CFR, Part 61.103

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To be eligible for a private pilot certificate, applicants must be at least 17 years of age for aircraft, or at least 16 years of age for a glider or free balloon. They must also be able to read, speak, write, and understand the English language and hold a valid U.S. student, sport pilot, or recreational pilot certificate.

## PRIVATE PILOT ELIGIBILITY REQUIREMENTS (Cont'd)

- Receive logbook endorsement from authorized instructor who:
- Conducted training or reviewed home study course
- Certified person is prepared for knowledge test
- Pass required knowledge test
- Receive flight training from authorized instructor appropriate to 14 CFR, Part 61.107(b)

14 CFR, Part 61.103

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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An applicant for a private pilot certificate must also receive a logbook endorsement from an authorized instructor stating that the instructor conducted training or reviewed the person's home study course on the aeronautical knowledge areas in §61.105 (b). The authorized instructor must endorse the person's logbook to certify they are prepared for the required knowledge test. The applicant must also pass the knowledge test and receive flight training from an authorized instructor in the Areas of Operation listed in Part 61.107(b).

## PRIVATE PILOT ELIGIBILITY REQUIREMENTS (Cont'd)

- Meet aeronautical experience requirements that apply to aircraft rating sought
- Receive logbook endorsements from authorized instructor certifying person is prepared for practical test
- Pass practical test

14 CFR, Part 61.103

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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A private pilot applicant must also meet aeronautical experience requirements of Part 61 that apply to the aircraft rating sought before applying for the practical test. The applicant must receive a logbook endorsement from an authorized flight instructor certifying that they are prepared for the practical test. The applicant must also pass a practical test on Areas of Operation listed in Part 61.107.

## CREDIT FOR FLIGHT SIMULATOR/ FLIGHT TRAINING DEVICE TIME

- Applicant may count maximum of:
- 2.5 hours of training if received from authorized instructor
- 5 hours if conducted by a 142 school



14 CFR, Part 61.109

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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For a private pilot certificate, an applicant may count a maximum of 2.5 hours of training in a flight simulator or flight training device if received from an authorized instructor. An applicant may count a maximum of 5 hours if the training was conducted by a 142 school.



## NIGHT FLYING EXCEPTIONS

- Applicants who received flight training & reside in Alaska are NOT required to comply with night flight training requirements of Part 61.110.
- You may issue “Night flying prohibited.”
- Applicant must comply with night flight training requirements within 12 months after issuance of private pilot certificate.
- Certificate will become invalid until holder complies with appropriate night training requirements.

14 CFR, Part 61.110

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Applicants are not required to comply with the night flight training requirements of 14 CFR, Part 61.110 if they received flight training in and reside in the state of Alaska. They may be issued a “Night flying prohibited” limitation. They must comply with night flight training requirements within the 12 calendar months after issuance of the private pilot certificate. After that, their certificate will become invalid until they comply with appropriate night training requirements.

## NIGHT FLYING EXCEPTIONS (Cont'd)

- To remove night flying restriction, applicants must:
  - Accomplish appropriate night flight training requirements
  - Present logbook or training record endorsement from authorized instructor verifying accomplishment of appropriate night flight training
  - You may issue an applicant for Private Pilot Weight Shift; Powered Parachute; or Gyroplane who has not completed night training requirements and does NOT wish to fly at night a private pilot certificate with limitation “NIGHT FLYING PROHIBITED.”

14 CFR, Parts 61.109(d)(2), (l)(2), (j)(2); 61.110

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To remove a night flying restriction an applicant need only accomplish the appropriate night flight training requirements and present to you a logbook endorsement or training record endorsement from an authorized instructor that verifies the applicant accomplished the appropriate training. You may issue an applicant for Private Pilot Weight shift; powered Parachute; or Gyroplane who does NOT wish to fly at night a private pilot certificate with limitation “NIGHT FLYING PROHIBITED” These categories also need not comply with the night training requirements. However with the exception of those student pilots that train and reside in the state of Alaska, All Private pilot certificates with an airplane rating must complete night training requirements and may NOT be issued the “NIGHT FLYING PROHIBITED” restriction.

Revised February 11, 2011

Slide and audio notes now reflects that Pvt. Plt Airplane cannot have the “night flying prohibited” unless the applicant trains and resides in the state of AK. All other Pvt. Plt Airplane must complete night flight training requirements and must not have a night restriction. Verified with ERIN- Airman Certification Branch AFS-760 02/11/2011 - TB

## CROSS-COUNTRY EXCEPTIONS

- Applicants need NOT comply with cross-country requirements if they:
  - Are based on small islands
  - Cannot complete requirement without flying over water for more than 10NM from nearest shoreline

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration, 14 CFR, Part 61.111<sup>75</sup>

If applicants based on small islands cannot complete cross-country requirements without flying over water for more than 10NM from the nearest shoreline, they need NOT comply with those requirements.

## CROSS-COUNTRY EXCEPTIONS (Cont'd)

- However:
  - If applicant can fly between other civil airports without flying over water for more than 10NM from nearest shoreline:
  - Must complete 2 solo flights between airports farthest apart, including landing at each airport.
  - Include limitation “Passenger Carrying Prohibited on flights more than 10NM from (name of island)” on certificate.
  - Limitation can be removed by meeting requirements of 14 CFR, Part 61.109.

14 CFR, Part 61.111

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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However, pilots may use other airports that permit civil operation and do not require flying more than 10NM from the nearest shoreline. They may include two round-trip solo flights between those two airports that are farthest apart and land at each airport on both flights. They will receive the limitation “Passenger carrying prohibited on flights more than 10NM from (appropriate island).” This limitation can be removed by meeting the requirements of 14 CFR, Part 61.109.

## COMMERCIAL PILOT ELIGIBILITY REQUIREMENTS

- 18 years old
- Read, speak, write, & understand English
- Receive logbook endorsement from authorized instructor who:
  - Conducted required ground training, or
  - Reviewed person's home study on aeronautical knowledge and certified that they are prepared for knowledge test
  - Pass knowledge test

14 CFR, Part 61.123

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To apply for a commercial pilot certificate, an applicant must be at least 18 years old; read, speak, write, and understand English; and receive a logbook endorsement from an authorized instructor who conducted the required ground training or reviewed the person's home study on aeronautical knowledge and certified that they are prepared for the knowledge test. Then, the applicant must pass the knowledge test.

## COMMERCIAL PILOT ELIGIBILITY REQUIREMENTS (Cont'd)

- Receive logbook endorsement from authorized instructor who:
  - Conducted training in Areas of Operation listed in 14 CFR, Part 61.127(b) that apply to aircraft category class rating sought
  - Certifies that applicant is prepared for practical test



14 CFR, Part 61.123

Recurrent DPE, Lesson 1  
Part 61



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Administration

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The applicant must then receive a logbook endorsement from an authorized instructor who conducted the training in the Areas of Operation listed in 14 CFR, Part 61.127(b) that apply to the aircraft category class rating sought and certifies that the person is prepared for the practical test.

## COMMERCIAL PILOT ELIGIBILITY REQUIREMENTS (Cont'd)

- Meet aeronautical experience requirements that apply to category class sought
- Pass required practical test
- Hold at least private pilot certificate or meet requirements of 14 CFR, Part 61.73
- Comply with sections of Part 61 that apply to category class sought

14 CFR, Part 61.123

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Finally, applicants for a commercial pilot certificate must meet the aeronautical experience requirements that apply to the category class being sought; pass the required practical test; hold at least a private pilot certificate or meet the requirements of 14 CFR, Part 61.73, and comply with sections of this part that apply to the category class being sought.

## **CREDIT FOR FLIGHT SIMULATOR/ FLIGHT TRAINING DEVICE TIME**

- If provided by authorized instructor, applicant may count up to:
  - 50 hours for airplane or powered lift
  - 25 hours for rotorcraft helicopter
- If provided in course at 142 school, applicant may count up to:
  - 100 hours for airplane or powered lift
  - 50 hours for rotorcraft helicopter

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration, 14 CFR, Part 61.129 <sup>80</sup>

If provided by an authorized instructor, an applicant may credit up to 50 hours toward the total aeronautical experience for airplane or powered lift rating and 25 hours towards the aeronautical experience requirements for a helicopter rating.

If provided in a 142 school, the applicant may count up to 100 hours toward the total aeronautical experience for airplane or powered lift, or 50 hours for rotorcraft helicopter rating.



## NIGHT FLYING EXCEPTIONS

- Applicants that receive training in and reside in Alaska may be issued commercial pilot certificate with limitation, “night flying prohibited.”
- Must comply with appropriate night flight training requirements within 12 calendar months after issuance of certificate.
- Certificate will become invalid until requirements are met.

14 CFR, Part 61.131

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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If applicants receive training in and reside in the state of Alaska and do not meet the night experience requirements, you may issue them a commercial pilot certificate with the limitation “night flying prohibited.” They must then comply with the appropriate night flight training requirements within the 12-calendar-month period after the issuance of the pilot certificate; otherwise, the certificate will become invalid for use until they meet requirements.

Airmen may have the night flying restriction removed once they complete the appropriate night flight training requirements and present a logbook or training record endorsement from an authorized instructor.

## ATP ELIGIBILITY REQUIREMENTS

- 23 years old
- Read, speak, write, & understand English
- Be of good moral character



14 CFR, Part 61.153

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To be eligible for a Airline Transport Pilot or ATP certificate, an applicant must be at least 23 years of age; be able to read, speak, write, and understand the English language; and be of good moral character.

## ATP ELIGIBILITY REQUIREMENTS (Cont'd)

- Meet one of these requirements:
  - Hold commercial pilot certificate with instrument
  - Meet military experience under Part 61.73 to qualify for commercial pilot certificate with instrument rating
  - Hold either foreign ATP with instrument privileges or foreign commercial pilot license with instrument rating that:
    - Was issued by ICAO contracting state, and
    - Contains NO geographic limitations

14 CFR, Part 61.153

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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The Airline Transport Pilot applicant must also meet one of the following requirements: hold a commercial pilot certificate with an instrument rating; have military experience under Part 61.73 to qualify for a commercial pilot certificate with an instrument rating; hold a foreign ATP or commercial license with an instrument rating; or hold either a foreign ATP license with instrument privileges, or a foreign commercial pilot license with an instrument rating issued by an ICAO Contracting State that contains no geographical limitations.

## **ATP ELIGIBILITY REQUIREMENTS (Cont'd)**

- Meet aeronautical experience requirements of 14 CFR, Part 61.157
- Pass knowledge test
- Pass practical test given for:
  - Airplane single engine
  - Airplane multi-engine
  - Rotorcraft helicopter
  - Powered lift
  - Aircraft type rating for category & class rating listed

14 CFR, Part 61.157

Recurrent DPE, Lesson 1  
Part 61



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Administration

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The applicant must also meet the aeronautical experience requirements of 14 CFR, Part 61.157; pass a knowledge test; and pass a practical test given for an airplane category and single engine class rating; airplane category multi-engine class rating; rotorcraft helicopter class rating; powered lift category rating; and an aircraft type rating for category and class rating listed.

## FLIGHT INSTRUCTOR ELIGIBILITY REQUIREMENTS

- 18 years of age
- Read, speak, write, & understand English
- Hold:
  - Commercial or ATP certificate
  - Aircraft category & class rating appropriate to instructor rating sought
  - Instrument rating or privileges appropriate to instructor rating sought
  - NOTE: These requirements apply to flight instructors other than sport pilot

14 CFR 61.183

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Applicants for a flight instructor rating, other than sport pilot, must be 18 years of age; read, speak, write, and understand English; and hold a commercial pilot certificate or an Airline Transport Pilot certificate appropriate to the aircraft category and class rating. They must also hold an instrument rating or privileges on their pilot certificate appropriate to the flight instructor rating sought.

## FLIGHT INSTRUCTOR ELIGIBILITY REQUIREMENTS (Cont'd)

- Receive logbook endorsement on fundamentals of instruction appropriate to required knowledge test;
- Hold current teacher's certificate for 7th grade level or higher
- Be employed as teacher at accredited college or university;
- Pass knowledge test on instruction
- Receive logbook endorsement on Areas of Operation in 14 CFR, Part 61.187

14 CFR, Part 61.183

Recurrent DPE, Lesson 1  
Part 61



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Administration

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Applicants must also receive a logbook endorsement from an authorized instructor on the fundamentals of instruction appropriate to the required knowledge test. They must either hold a current teacher's certificate issued by state, county, city, or municipality that authorizes them to teach at a 7th grade level or higher; be employed as a teacher at an accredited college or university; or pass a knowledge test on the fundamentals of instruction. They must also receive a logbook endorsement from an authorized instructor on the Areas of Operation listed in 14 CFR, Part 61.187.

## **FLIGHT INSTRUCTOR ELIGIBILITY REQUIREMENTS (Cont'd)**

- Pass required practical test appropriate to flight instructor rating sought
- In aircraft representative of category & class of aircraft for aircraft rating sought
- Flight simulator or flight training device representative of aircraft category & class of aircraft for rating sought & under Part 142
- Log at least 15 hours as PIC in category & class aircraft appropriate to flight instructor rating sought

14 CFR, Part 61.183

Recurrent DPE, Lesson 1  
Part 61



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Administration

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An applicant must then pass the required practical test appropriate to the flight instructor rating sought in an aircraft that is representative of the category and class of aircraft for the aircraft rating sought. The practical test may also be taken in a flight simulator or approved flight training device representative of the aircraft category and class of aircraft for the rating sought and under 14 CFR, Part 142.

## ADDED FLIGHT INSTRUCTOR RATINGS

- Airplane or Glider rating
- To add, applicant must:
  - Meet eligibility requirements listed in 61.183 that apply to rating sought.
  - Applicant is NOT required to pass knowledge test on areas listed in 14 CFR, Part 61.185(a)(1).

14 CFR, Part 61.191

Recurrent DPE, Lesson 1  
Part 61



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Administration

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An applicant who wants to add an airplane or glider rating to his/her flight instructor certificate must meet the eligibility requirements listed in 14 CFR, Part 61.183 that apply to the flight instructor rating sought.

The applicant is not required to pass the knowledge test on the areas listed in 14 CFR, Part 61.185(a)(1).



## GROUND INSTRUCTOR ELIGIBILITY REQUIREMENTS

- 18 years of age
- Read, write, speak, & understand English
- Pass knowledge test on:
  - Fundamentals of instruction
  - Aeronautical knowledge areas
  - Basic Ground Instructor (BGI)
  - Advanced Ground Instructor (AGI)
  - Instrument Ground Instructor (IGI)



14 CFR, Part 61.183

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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To be eligible for a ground instructor certificate, an applicant must be at least 18 years of age; be able to read, write, speak, and understand English; and pass knowledge tests on the fundamentals of instruction and on aeronautical knowledge areas. There are three knowledge tests and ratings available: Basic Ground Instructor (BGI), Advanced Ground Instructor (AGI), and Instrument Ground Instructor (IGI).

## TIME LIMIT FOR PRACTICAL TEST

- If NOT completed in one day, test must be finished no more than 2 calendar months after day on which applicant began.
- If all increments for certificate or rating are NOT completed within 2 calendar months, applicant must retake entire test.

14 CFR, Part 61.39

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Many issues, such as unsatisfactory performance, poor weather, or an airworthiness or safety issue may cause you to stop a practical test. The applicant may complete the test within 2 calendar months of the beginning of the test; after 2 calendar months, the applicant must be retested in ALL Areas of Operations, including those the applicant may have already satisfactorily completed. Recheck the applicant's paperwork on the retest for any time-sensitive documents or endorsements. Many applicants have shown up for a retest only to discover their knowledge test results have expired.

## TRAINING BY OTHER THAN CERTIFIED INSTRUCTORS

- May be credited if provided by flight instructor of Armed Forces or foreign ICAO state
- These instructors may only give endorsements to show training given.

14 CFR, Part 61.41

Recurrent DPE, Lesson 1  
Part 61



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Administration

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Flight training time may be credited toward a pilot certificate or rating, if it was provided by a flight instructor of the Armed Forces in a program for training military pilots for the United States or a foreign contracting ICAO state.

These instructors are only allowed to give endorsements to show training given. They cannot endorse students for solo, solo cross-country, instrument competency, or complex or high performance aircraft.

## **PRACTICAL TEST: GENERAL PROCEDURES**

- Practical Test assesses applicant's ability to:
- Perform within approved standards (PTS)
- Demonstrate:
  - Mastery of aircraft performing each task successfully
  - Proficiency & competency within approved standards
  - Sound judgment

14 CFR, Part 61.43

Recurrent DPE, Lesson 1  
Part 61



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Administration

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The practical test is a knowledge as well as a performance test. It measures an applicant's ability to safely perform the tasks for a certificate or rating within approved standards (PTS). The applicant must demonstrate mastery of the aircraft with the successful outcome of each task never seriously in doubt. The applicant must also demonstrate satisfactory proficiency and competency within approved standards, sound judgment, and single pilot competence if the aircraft is type certificated for single pilot operations. If the applicant utilizes an SIC during the practical test, you must issue the limitation, "Second in Command required."

## FLIGHT CREW DURING PRACTICAL TEST

- Number of flight crew needed during PT based on Aircraft Flight Manual (AFM) or Type Certificate Data Sheet (TCDS)
- If single pilot crew complement required:
  - Applicant must demonstrate single pilot proficiency
  - If single pilot or pilot and copilot are required:
  - Place limitation “Second in Command Required” on pilot certificate if test administered with copilot
  - Limitation may be removed if pilot demonstrates single pilot proficiency in that aircraft

14 CFR, Part 61.43

Recurrent DPE, Lesson 1  
Part 61



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The flight crew complement is now based on the Aircraft Flight Manual (AFM) or Type Certificate Data Sheet (TCDS). If the AFM or TCDS requires only one flight crew member, the applicant must demonstrate single pilot proficiency.

If the AFM or TCDS requires either single pilot or a pilot and copilot and the applicant performs the practical test with a copilot, place the limitation “Second in Command Required” on the pilot’s certificate.

The limitation may be removed when the applicant demonstrates single pilot proficiency in the appropriate aircraft.

## DISCONTINUING PRACTICAL TEST

- Applicant fails test if he/she fails any Area of Operation.
- Do NOT issue certificate or rating until all areas are passed.
- If you discontinue test, applicant is entitled to credit for each task successfully completed.

14 CFR, Part 61.43

Recurrent DPE, Lesson 1  
Part 61



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If an applicant fails any Area of Operation, he/she fails the practical test. You must not issue a certificate or rating until the applicant has passed all the Areas of Operation. As mentioned earlier, sometimes you may discontinue a test. If so, the applicant receives credit for each of those tasks successfully completed for up to 60 calendar days. However, if the applicant takes the test with another examiner, that examiner may wish to test all Areas of Operation.

## REQUIRED AIRCRAFT

- For practical test, applicant may furnish aircraft that is:
  - U.S. registered
  - Is of appropriate category, class, & type, if applicable
  - Has standard airworthiness certificate or special airworthiness certificate in limited, primary, or light sport category
  - Foreign registered if same category, class, & type, if applicable, and properly certificated by country of registry

14 CFR, Part 61.45

Recurrent DPE, Lesson 1  
Part 61



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Administration

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An applicant for a certificate or rating must furnish an aircraft of U.S. registry for each required test. At the examiner's discretion, the applicant may furnish an aircraft that has an airworthiness certificate other than a standard, special, limited, or light sport; foreign registered aircraft of the same category, class, and type, if applicable, that is properly certificated by the country of registry.

## REQUIRED AIRCRAFT (Cont'd)

- For practical test, applicant may furnish military aircraft of same category, class, & type, if aircraft class and type are appropriate, provided:
  - Aircraft is under direct operational control of U.S. Armed Forces
  - Aircraft is airworthy under maintenance standards of U.S. Armed Forces; and
  - Applicant has letter from his or her commanding officer authorizing use of aircraft for practical test.

14 CFR, Part 61.45

Recurrent DPE, Lesson 1  
Part 61



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For a practical test, the applicant may furnish a military aircraft of the same category-class for which the applicant is applying for certificate or rating.

That military aircraft must be under the direct operational control of the U.S. Armed Forces and the applicant must have a letter from the commanding officer authorizing the use of the aircraft for the practical test.



# REQUIRED EQUIPMENT

- Aircraft must have:
  - Equipment for each area of operation required for test
  - No prescribed operating limitations
  - At least two pilot stations
  - Adequate cockpit & outside visibility



14 CFR, Part 61.45

Recurrent DPE, Lesson 1  
Part 61



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The aircraft must have the equipment for each Area of Operation required for the practical test. It must not have any prescribed operating limitations that would prohibit its use in any Area of Operation required for the test. It should have at least two pilot stations unless the examiner determines that the practical test can be conducted safely in the aircraft without the controls being easily reached. Finally, it must have adequate cockpit and outside visibility for each person to operate the aircraft safely.

## AIRCRAFT WITH SINGLE CONTROL

- Practical tests may be conducted in aircraft with a single set of controls if:
  - Examiner agrees
  - Test does NOT involve instrument skills
  - Proficiency of applicant can be observed



14 CFR, Part 61.45

Recurrent DPE, Lesson 1  
Part 61



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Administration

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A practical test may be conducted in an aircraft having a single set of controls provided the examiner agrees to conduct the practical test, the test does not involve a demonstration of instrument skills, and the applicant's proficiency can be observed by the examiner in a position to observe the applicant.

## STATUS OF EXAMINER

- Examiner is representative of Administrator.
- Observes applicant's ability & performance
- Examiner is NOT PIC during practical test unless agreed upon by:
- Applicant
- Person who would otherwise act as PIC

14 CFR, Part 61.47

Recurrent DPE, Lesson 1  
Part 61



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Administration

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14 CFR, Part 61.47 specifically states that an examiner is a representative of the Administrator. As an examiner, your duty is to observe the applicant's ability and performance in Areas of Operation. You are NOT the pilot-in-command of the aircraft during the practical test unless you and the applicant or a person who would otherwise act as PIC agree to this prior to flight.

## CARRIAGE OF PASSENGERS

- Examiner & any other occupants are NOT subject to requirements & limitations for carrying passengers.

14 CFR, Part 61.47

Recurrent DPE, Lesson 1  
Part 61



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Administration

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You and other occupants on board are not subject to the requirements and limitations for the carriage of passengers specified in 14 CFR Part 61, §61.47. Passengers may be carried during a practical test if they have a specific interest in the test, such as preparing for a similar practical test. Other passengers who may be carried include the applicant's instructor, authorized instructors assigned to similar training activities, examiners authorized to conduct similar practical tests, examiner candidates, chief pilots or instructors for flight schools, corporate operators or owner-operators, and Aviation Safety Inspectors.

## RETESTING AFTER FAILURE

- Applicant who fails knowledge or practical test may reapply for test after receiving:
  - Necessary training from authorized instructor who determines applicant is proficient to pass test
  - Endorsement from authorized instructor who gave applicant additional training

14 CFR, Part 61.49

Recurrent DPE, Lesson 1  
Part 61



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Administration

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An applicant for a knowledge or practical test may reapply for the test only after receiving the necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test and an endorsement from the authorized instructor who gave the applicant the additional training.

## RETESTING AFTER FAILURE (Cont'd)

- Applicant for flight instructor certificate with airplane or glider category rating who failed must:
  - Receive:
    - Additional training
    - Endorsement
    - Bring aircraft to retest which is certificated for spins
    - Demonstrate proficiency on stall awareness, spin entry, spins, & spin recovery

14 CFR, Part 61.49

Recurrent DPE, Lesson 1  
Part 61



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Administration

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An applicant for a Flight Instructor Certificate with an airplane or glider category rating who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery must receive additional training and an endorsement from an authorized instructor. The applicant must also bring an aircraft to the retest of the appropriate aircraft category for the rating sought that is certificated for spins. Finally, the applicant must demonstrate proficiency on stall awareness, spin entry, spins, and spin recovery with the examiner during the retest.

## LOGBOOK ENTRIES

- Each person must document and record in manner acceptable to Administrator:
- Training and aeronautical experience to meet requirements for certificate, rating, or flight review
- Aeronautical experience to meet recent flight experience requirements

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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Administration

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Ensure applicant's logbook entries are correct. Training and aeronautical experience must meet the requirements for certificate, rating, or flight review.

## LOGBOOK ENTRIES (Cont'd)

- Must include:
  - Date
  - Departure & arrival locations
  - Total flight time or lesson time or location of simulator or FTD
  - Type and identification (registration number) of aircraft, simulator, FTD, or ATD
  - Name of safety pilot, if applicable

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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Logbook entries must include date, total flight time, departure and arrival locations, type and identification of aircraft (registration number), flight simulator, Flight Training Device (FTD), or Aviation Training Device (ATD), as appropriate, and name of safety pilot.



## LOGBOOK ENTRIES (Cont'd)

- Must include type of pilot experience or training
  - Solo, PIC, or SIC
  - Flight and ground training received from authorized instructor
  - Training received in flight simulator, FTD, or ATD from authorized instructor

14 CFR , Part 61. 51

Recurrent DPE, Lesson 1  
Part 61



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Administration

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Entries must include the type of pilot experience or training, such as: solo, pilot-in-command, second-in-command, flight and ground training received from an authorized instructor, and training received in a flight simulator, flight training device, or aviation training device from an authorized instructor.

## LOGBOOK ENTRIES (Cont'd)

- Must include condition of flight
  - Day or night
  - Actual instrument
  - Simulated instrument conditions in flight, flight simulator, FTD, or ATD
  - Use of NVG in aircraft in flight, in flight simulator, or in FTD

14 CFR , Part 61.51

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration

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Entries must include condition of flight, such as day or night, actual instrument or simulated instrument conditions in flight, flight simulator, flight training device, or aviation training device. If night vision goggles (NVG) were used in flight, in a flight simulator, or in a flight training device, this must also be included.

## LOGBOOK ENTRIES (Cont'd)

- Pilot time may be used to:
  - Apply for certificate or rating
  - Satisfy recent flight experience requirements
  - Solo flight time may be logged only when pilot is sole occupant of aircraft.

14 CFR, Part 61. 51

Recurrent DPE, Lesson 1  
Part 61



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Administration

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Pilot time may be used to apply for a certificate or rating or to satisfy recent flight experience requirements. Solo Flight time may be logged only when the pilot is the sole occupant of the aircraft. An exception to the solo flight time rule may be made when a student pilot is performing the duties of pilot-in-command of an airship requiring more than one crewmember and the pilot has a current solo flight endorsement as required by 14 CFR, Part 61, §61.87.

## LOGGING PIC TIME

- Sport, recreational, private, commercial, or ATP may log PIC flight time for flights when he/she:
  - Is sole manipulator of controls for which pilot is rated
  - Has sport pilot privileges for that category & class, if aircraft class rating is appropriate
  - Is sole occupant of aircraft
  - Acts as PIC of aircraft that requires more than one pilot, except for sport or recreational pilot

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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Administration

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A sport, recreational, private, commercial, or Airline Transport Pilot may log pilot-in-command flight time for flights when he or she is the sole manipulator of the controls of an aircraft for which they are rated, or has sport pilot privileges for that category and class of aircraft, if the aircraft class rating is appropriate.

The pilot may also log pilot-in-command time when he/she is the sole occupant in the aircraft or when he or she acts as pilot-in-command of an aircraft for which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted (except sport pilot or recreational pilot certificate).

## LOGGING PIC TIME (Cont'd)

- Pilot may log PIC time when he/she performs duties of PIC while under supervision of qualified PIC provided pilot acting as PIC holds commercial or ATP and aircraft rating appropriate to category & class of aircraft being flown, if class rating is appropriate

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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A pilot may log pilot in command time when performing the duties of pilot in command while under the supervision of a qualified pilot in command provided the pilot performing the duties of pilot in command holds a commercial or Airline Transport Pilot certificate and aircraft rating appropriate to the category and class of aircraft being flown, if a class rating is appropriate.

## LOGGING PIC TIME (Cont'd)

- Pilot may log PIC time when he/she performs duties of PIC and is undergoing approved PIC training program that includes ground & flight training on:
  - Preflight preparation & procedures
  - Takeoff & departure
  - In-flight maneuvers
  - Instrument procedures
  - Landings and approaches to landings
  - Normal, abnormal, & emergency procedures
  - Post-flight procedures

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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A pilot may log pilot-in-command time while performing the duties of PIC while undergoing an approved PIC training program that includes ground and flight training on the following Areas of Operation: preflight preparation and procedures, takeoff and departure, in-flight maneuvers, instrument procedures, landings and approaches to landings, normal, abnormal, and emergency procedures, and postflight procedures.

## SUPERVISING PIC

- Holds:
  - Commercial & flight instructor certificate, rating appropriate to category, class & type, if required or
  - ATP appropriate to category, class, & type, if required
- Logs PIC training in pilot's logbook
- Certifies PIC training in pilot's logbook & attests certification with his/her signature & flight instructor number

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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The supervising pilot in command holds a commercial pilot and flight instructor certificates, an aircraft rating appropriate to the category, class, and type of aircraft being flown; or an ATP certificate and aircraft rating appropriate to the category, class, and type of aircraft being flown.

The supervising PIC also logs and certifies the pilot in command training in the pilot's logbook, and attests to that certification with his or her signature and flight instructor certificate number.

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## ATP AS PIC

- If rated to act as PIC in aircraft, ATP may log all flight time while acting as PIC during operations requiring ATP.

Recurrent DPE, Lesson 1  
Part 61



Federal Aviation  
Administration 14 CFR, Part 61.51<sup>112</sup>

If rated to act as pilot-in-command of the aircraft, an Airline Transport Pilot may log all flight time while acting as pilot-in-command of an operation requiring an Airline Transport Pilot certificate.



## FLIGHT INSTRUCTOR AS PIC

- Flight instructor may log PIC flight time while serving as authorized instructor if rated to act as PIC in aircraft.

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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Administration

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A certificated flight instructor may log pilot-in-command flight time for all flight time while serving as the authorized instructor in an operation if he or she is rated to act as pilot-in-command of that aircraft.

## STUDENT PILOT AS PIC

- Student pilot may log PIC time only when:
  - Sole occupant of aircraft or performing duties of PIC of airship requiring more than one flight crewmember
  - Has solo endorsement required under 14 CFR, Part 61.87
  - Is undergoing training for pilot certificate or rating

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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A student pilot may log pilot-in-command time only when he or she is the sole occupant of the aircraft, performing PIC duties of an airship requiring more than one pilot flight crewmember, has a solo flight endorsement required under §61.87; and is undergoing training for a pilot certificate or rating.

## LOGGING SIC TIME

- Log Second-in-Command (SIC) time if pilot is:
  - Qualified & occupies station in aircraft that requires more than one pilot, or
  - Holds appropriate category, class, & instrument rating

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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Safety pilot time is logged as Second-in-Command or SIC. Once the PIC dons the hood, the other pilot becomes a required crewmember and must act as second-in-command.

Second-in-Command time may be logged if the pilot is qualified in accordance with part 61.55 and occupies a crewmember station in an aircraft that requires more than one pilot, holds the appropriate category, class, and instrument rating for the aircraft being flown, and more than one pilot is required by type certificate or regulation under which the flight is being conducted.

## LOGGING INSTRUMENT TIME

- A person may log instrument time only for that flight time when that person operates the aircraft solely by reference to instruments under actual or simulated conditions
- Authorized instructor may log instrument time when conducting instrument flight instruction in actual instrument flight conditions

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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A person may log instrument time only for that flight time when operating the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

An authorized instructor may log instrument time when conducting instrument flight instruction in actual instrument flight conditions.

## LOGGING INSTRUMENT TIME (Cont'd)

- To meet recency of experience required under 14 CFR, Part 61.57(c), pilot must log:
  - Location & type of each instrument approach accomplished
  - Name of safety pilot, if required

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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To log instrument time to meet the recent instrument experience requirements of 14 CFR, Part 61.57(c), the pilot must record in his/her logbook the location and type of each instrument approach accomplished and the name of the safety pilot, if required.

## LOGGING INSTRUMENT TIME (Cont'd)

- Applicant can use time in flight simulator, FTD, or ATD to acquire instrument aeronautical experience for pilot certificate, rating, or instrument recency experience provided authorized instructor:
  - Is present to observe time
  - Signs person's logbook or training record to verify time & content of training session

14 CFR, Part 61.51

Recurrent DPE, Lesson 1  
Part 61



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A person can use time in a flight simulator, flight training device, or aviation training device for acquiring instrument aeronautical experience for a pilot certificate, rating, or instrument recency experience, provided an authorized instructor is present to observe that time and signs the person's logbook or training record to verify the time and the content of the training session.

## AIRCRAFT REQUIREMENTS FOR LOGGING FLIGHT TIME

- To log flight time, time must be acquired in aircraft identified as aircraft under 14 CFR, Part 61.51(b), and is:
  - U.S. registered with either standard or special airworthiness certificate
  - Foreign registered with airworthiness certificate approved by ICAO Member State

14 CFR, Part 61.55

Recurrent DPE, Lesson 1  
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For a person to log flight time, the time must be acquired in an aircraft identified as an aircraft under §61.5(b) and which is of U.S. registry with either a standard or special airworthiness certificate; or an aircraft of foreign registry with an airworthiness certificate approved by the aviation authority of a foreign country that is an ICAO Member State.

## AIRCRAFT REQUIREMENTS FOR LOGGING FLIGHT TIME (Cont'd)

- Time may be acquired in aircraft that is either:
  - Military aircraft under direct operational control of U.S. Armed Forces; or
  - Public aircraft under direct operational control of federal, state, county, or municipal law enforcement agency, if flight time was acquired by pilot while engaged on official law enforcement flight for federal, state, county, or municipal law enforcement agency

14 CFR, Part 61.55

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To log flight time, time may be acquired in aircraft that is either a military aircraft under the direct operational control of the U.S. Armed Forces; or a public aircraft under the direct operational control of a federal, state, county, or municipal law enforcement agency, if the flight time was acquired by the pilot while engaged on an official law enforcement flight for a federal, state, county, or municipal law enforcement agency.



## SECOND-IN-COMMAND (SIC) QUALIFICATIONS

- At least private pilot certificate with appropriate category & class rating
- Instrument rating if flight is to be conducted under IFR
- Appropriate pilot type rating unless flight will be domestic
- Completion of required training in 14 CFR, Part 61.55 within the previous 12 calendar months

14 CFR, Part 61.55

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A person acting as second-in-command may serve in that position in an aircraft with a type certificate for more than one required pilot flight crewmember if they have at least a current private pilot certificate with the appropriate category and class rating; an instrument rating that applies to the aircraft if the flight is to be conducted under IFR; and the appropriate pilot type rating for the aircraft unless the flight will be conducted as a domestic flight within U.S. airspace. This person must have completed the required training in 14 CFR, Part 61.55 within the previous 12 calendar months.

## **SECOND-IN-COMMAND (SIC) QUALIFICATIONS (Cont'd)**

- Familiarity within previous 12 calendar months with:
  - Operations procedures
  - Performance specifications & limitations
  - Normal, abnormal, & emergency procedures
  - Flight manual
  - Placards & markings

14 CFR, Part 61.55

Recurrent DPE, Lesson 1  
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A person who serves as second-in-command of an aircraft type certificated for more than one required pilot flight crew member must (within the previous 12 calendar months) be familiar with operations procedures applicable to powerplant equipment and system, performance specifications and limitations, normal, abnormal, and emergency procedures; the flight manual; and placards and markings.

## SECOND-IN-COMMAND (SIC) QUALIFICATIONS (Cont'd)

- Performed & logged pilot time in aircraft or flight simulator for which SIC privileges are requested, including:
  - 3 takeoffs & 3 landings
  - Engine out procedures
  - Crew resource management training
  - Successfully completed SIC familiarization training requirements

14 CFR, Part 61.55

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Part 61



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A person may serve as a second-in-command if, during the previous 12 calendar months, he/she has performed and logged pilot time in the type of aircraft or flight simulator that represents the type of aircraft for which second-in-command privileges are requested. Those tasks include three takeoffs and three landings to a full stop as the sole manipulator of the flight controls, engine out procedures while maneuvering with an engine out, and crew resource management training.

A person may also receive a second-in-command type rating for the aircraft after successfully completing the second-in-command familiarization training requirements.

## SIC TYPE RATING REQUIREMENTS

- Logbook signed by trainer after each lesson; or
- Qualified management official's logbook signature & endorsement in lieu of trainer
- Endorsement must state applicant has demonstrated knowledge required for safe operation of type aircraft.

14 CFR, Part 61.55

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To meet ICAO requirements, the FAA recently created a Second-in-Command Type rating. This allows those who operate aircraft with more than one required crewmember to operate outside the United States.

To receive the second-in-command pilot type rating, the applicant must have their pilot logbook signed by the person who provided the training after each lesson. In lieu of a trainer, a qualified management official within the organization may sign the logbook and make the required endorsement. The official must hold either a Chief Pilot, Director of Training, Director of Operations, or comparable position. They must also make an endorsement in the applicant's logbook that states that they have demonstrated the knowledge required for the safe operation of the type of aircraft relative to the duties of second-in-command.

## SIC TYPE RATING REQUIREMENTS (Cont'd)

- Satisfactory completion of approved SIC training program
- Present completed FAA Form 8710-1 to FSDO, Examiner, or Aircrew Program Designee
- FAA Form 8710-1 must be signed by recommending instructor or qualified management person

**NOTE:** No practical test required for “SIC Privileges Only” pilot type rating

14 CFR, Part 61.55

Recurrent DPE, Lesson 1  
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There is no practical test required for the issuance of an “SIC Privileges Only” pilot type rating. A person may also receive a second-in-command type rating after satisfactorily completing an approved second-in-command training program under 14 CFR, Parts 91K, 121, 125, or 135. If the records are in electronic form, the applicant should submit a paper copy with the signature of the trainer or qualified management official to an FAA Inspector or DPE.

## REVIEW

- In this lesson, we discussed the following topics:
  - Eligibility requirements for airmen to take a practical test
  - Documentation submitted before taking the practical test
  - Requirements for pilot certificates and ratings



In this lesson, we discussed the requirements for various pilot certificates and ratings. We reviewed items such as student pilot, flight instructor, sport pilot, commercial pilot, and instrument ratings. We also covered the duration and privileges of different classes of airmen medical certificates. We covered the application materials that must be submitted by the student pilot before taking the practical test, including the 8710-1 (or 8710-11), logbook, and training records. Eligibility requirements for airmen taking a practical test were also explored in this lesson.

This concludes the 14 CFR Part 61 lesson. Please take the End-of-Lesson Test.