

## III.A. Certificates and Documents

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<b>Objectives</b>	The student should develop knowledge of the elements related to certificates and documents, the necessary requirements for each license, medical certificate, and recent flight experience.
<b>Elements</b>	<ul style="list-style-type: none"><li>✦ FARs Part 1, 61, 91, and NTSB Part 830</li><li>✦ Aviation related publications</li></ul>
<b>Schedule</b>	<ol style="list-style-type: none"><li>1. Discuss objectives</li><li>2. Review material</li><li>3. Development</li><li>4. Conclusion</li></ol>
<b>Equipment</b>	<ul style="list-style-type: none"><li>✦ White board</li><li>✦ Markers</li><li>✦ References</li></ul>
<b>Instructor's Actions</b>	<ol style="list-style-type: none"><li>1. Discuss lesson objectives</li><li>2. Present lecture</li><li>3. Questions</li><li>4. Homework</li></ol>
<b>Student's Actions</b>	Participate in discussion Take notes
<b>Completion Standards</b>	The student knows what to expect with each license issued, and understands the requirement in logging time and in obtaining a medical.

**References**

14 CFR Parts 23, 43, 61, 67, 91  
FAA-H-8083-3

## Instructor Notes

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### Introduction

Overview—review objectives and key ideas.

Why—each certificate and medical has different rules. The pilot should know what is required to obtain and maintain the desired certificate, as well as the privileges and limitations associated with it. It is also important to know how medical certificates work, and what training must be logged.

### Training requirements

#### Recreational certificate

(61.96)

Must receive and log at least 30 hours of flight time that includes at least:

1. 15 hours from an authorized instructor in the areas listed in 61.98
2. 3 hours of flight training for the rating sought in preparation of the practical test (within 60 days)
3. 3 hours of solo flying

#### Private certificate

(61.109)

1. For an airplane single engine rating
  - A. Must log at least 40 hours of flight time
    - i. At least 20 of which must be flight instruction from an authorized instructor
    - ii. At least 10 hours must be solo flight including:
      - a. 5 hours of solo cross-country time
      - b. One solo cross country flight of at least 150 nm total distance with full stop landings at a minimum of 3 points and one segment of the flight consisting of a straight line distance of at least 50 nm between the T/O and LDG locations
      - c. 3 T/Os and LDGs to a full stop at an airport with an operating control tower
  - B. The training must include at least:
    - i. 3 hours cross-country flight training in a single engine plane
    - ii. 3 hours of night flight training which includes:
      - a. Once cross-country flight over 100 nm total distance
      - b. 10 T/Os and LDGs to a full stop at an airport
    - iii. 3 hours of flight training on the control/maneuvering solely by reference to instruments
    - iv. 3 hours of flight training in prep for the practical test (within 60 days)

Commercial  
certificate

2. For an airplane multiengine rating the same requirements apply but in a multiengine airplane
  - A. Except, the 10 hours of solo time must be in an *airplane*

(61.129)

1. For an airplane single engine rating
  - A. Must log at least 250 hours of flight time as a pilot that consists of at least:
    - i. 100 hours in powered aircraft, 50 hours of which must be in airplanes
    - ii. 100 hours of PIC flight time, which includes at least:
      - a. 50 hours in airplanes; and
      - b. 50 hours in cross-country flight of which at least 10 hours must be in airplanes
    - iii. 20 hours of training in the areas of operation (61.127(b)(1)) that includes at least:
      - a. 10 hrs of instrument training of which at least 5 hrs must be in a single engine airplane
      - b. 10 hrs of training in an airplane that has retractable gear, flaps, and a controllable pitch propeller, or is turbine powered
      - c. One cross-country flight of at least 2 hours in a SE airplane in day VFR conditions  
The total straight-line distance must be more than 100 nm
      - d. One cross-country flight of at least 2 hours in a SE airplane in night VFR conditions  
The total straight-line distance must be more than 100 nm
      - e. 3 hrs in a SE airplane in prep for the practical test (within 60 days)
    - iv. 10 hrs of solo flight time in a SE on the areas of operation in 61.127 which includes at least:
      - a. One cross-country flight not less than 300 nm total distance with landings at a min of 3 points, one of which is a straight-line distance of at least 250 nm
      - b. 5 hrs in night VFR conditions with 10 T/Os and LDGs with an operating control tower
2. For an airplane multiengine rating
  - A. The same as the single engine rating but with ME airplane requirements instead of SE

Privileges and  
limitations

Recreational  
certificate

(61.101)

1. A person who holds a recreational pilot certificate may:
  - A. Carry no more than one passenger; and
  - B. Not pay less than the pro rata share of the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees
2. With less than 400 flight hours, and has not logged PIC in an aircraft within the preceding 180 days shall not act as PIC until receiving flight training and an endorsement certifying PIC proficiency

Private pilot

1. May not act as PIC of an aircraft carrying passengers or property for compensation or hire
2. May act as PIC for compensation/hire if incidental to the business and no passengers or property
3. May not pay less than the pro rata share of the operating expenses of a flight provided the expenses involve only fuel, oil, airport expenditures, or rental fees
4. May act as PIC for a charitable, nonprofit, or community event (91.146)
5. May be reimbursed for operating expenses directly related to search and rescue
6. May demonstrate an aircraft to a potential buyer if have over 200 hrs and are an aircraft salesman
7. May act as PIC of an aircraft towing a glider (under 61.69)
8. May not act as PIC for comp/hire as SIC of an aircraft type certificated for more than 1 pilot or act as SIC for an aircraft carrying persons/property for comp/hire

Commercial

1. May act as PIC of an aircraft carrying persons or property for comp/hire
2. May act as PIC of an aircraft for comp/hire
3. Without an instrument rating in the same category and class, the carriage of passengers for hire on x-country flights over 50 nm or at night is prohibited

Medical  
certificates

First class

1. When exercising the privileges of an ATP certificate
2. Expires the end of the last day of the:
  - A. 12<sup>th</sup> month for 1<sup>st</sup> class activities
  - B. 12<sup>th</sup> month for 2<sup>nd</sup> class activities
  - C. 24<sup>th</sup> month for 3<sup>rd</sup> class activities (over 40 years old)
  - D. 60<sup>th</sup> month for 3<sup>rd</sup> class activities (under 40 years old)

Second class

1. When exercising the privileges of Commercial certificate
2. Expires the end of the last day of the:
  - A. 12<sup>th</sup> month for 2<sup>nd</sup> class activities
  - B. 24<sup>th</sup> month for 3<sup>rd</sup> class activities (over 40 years old)
  - C. 60<sup>th</sup> month for 3<sup>rd</sup> class activities (under 40 years old)

Third class

1. When exercising the privileges of a CFI, Private, Recreational, Student certificate, etc.
2. Expires the end of the last day of the:
  - A. 24<sup>th</sup> month (over 40 years old)
  - B. 60<sup>th</sup> month (under 40 years old)

**Recent flight  
experience  
requirements**

Pilot in  
command

1. To carry passengers, a pilot must have made 3 T/Os and LDGs within the preceding 90 days, and
  - A. Acted as the sole manipulator of the flight controls in the same category, class, type aircraft
2. To carry passengers, 1 hr after sunset to 1 hr before sunrise, a pilot must have 3 T/Os and LDGs within the preceding 90 days to a full stop during that time period, and
  - A. Acted as the sole manipulator of the flight controls in the same category, class, type aircraft
3. For IFR conditions, within the preceding 6 months, you must have performed and logged at least
  - A. 6 instrument approaches, holding procedures, and intercepting/tracking courses
    - i. A person who does not meet these reqs within the prescribed time or within 6 calendar months after it, must take an IPC to serve as PIC

Flight reviews

1. No person may act as PIC unless, within the preceding 24 calendar months he has
  - A. Accomplished a flight review and received a log book endorsement certifying it was completed
2. Consists of a MINIMUM of 1 hour of flight training and 1 hour of ground training and must include:
  - A. A review of the current general operating rules and flight rules of Part 91 and a review of those maneuvers that are necessary for the pilot to demonstrate the safe exercise of the certificate

**Required  
logbook  
entries**

Must document and record training and aeronautical experience used to meet the requirements for a certificate, rating, or review  
In the logbook, you must enter

1. General,
  - A. Date, Total flight/lesson time; location of departure/arrival (for a sim, the location where the lesson occurred); type and identification of aircraft, sim, or training device; and the name of the safety pilot (if necessary)
2. Type of pilot experience or training
  - A. Solo, PIC, SIC, Flight and ground training received, training in a sim or flight training device
3. Conditions of Flight
  - A. Day/Night, Actual Instrument, Simulated Instrument in flight or a sim/FTD

## **Conclusion**

Brief review of main points.

Each certificate and medical has different rules—it is important to know what is required to obtain and maintain the desired certificate, and the privileges and limitations associated with it. It is also important to know how medical certificates work and what training must be logged.

**CFI PTS\*\*\*CHANGE**

**Objective:** To determine that the applicant exhibits instructional knowledge of the elements related to the Code of Federal Regulations and related publications by describing:

1. Availability and method of revision of 14 CFR parts 1, 61, 91, and NTSB part 830:
  - a) purpose.
  - b) general content.
2. Availability of flight information publications, advisory circulars, practical test standards, pilot operating handbooks, and FAA-approved airplane flight manuals by describing:
  - a) availability.
  - b) purpose.
  - c) general content.

BFR is now known as Flight Review. It can now be done on IACRA (doesn't have to be, but nice). CFI checkride can count as a Flight Review but must tell examiner before the exam starts.

DUI—may not be charged as a felony the first time, unless someone was hurt. Student may be able to still apply and not be turned down.