

III.A. Certificates and Documents

References: 14 CFR parts 23, 43, 61, 67, 91; FAA-H-8083-3; POH/AFM

Objectives	The student should develop knowledge of the elements related to certificates and documents. Knowledge will be gained regarding the necessary requirements for each license, medical certificate, and recent flight experience.
Elements	<ol style="list-style-type: none">1. Training Requirements2. Privileges and Limitations3. Medical Certificates4. Recent Flight Experience Requirements5. Required Logbook Entries
Schedule	<ol style="list-style-type: none">1. Discuss Objectives2. Review material3. Development4. Conclusion
Equipment	<ol style="list-style-type: none">1. White board and markers2. References
IP's Actions	<ol style="list-style-type: none">1. Discuss lesson objectives2. Present Lecture3. Ask and Answer Questions4. Assign homework
SP's Actions	<ol style="list-style-type: none">1. Participate in discussion2. Take notes3. Ask and respond to questions
Completion Standards	The student knows what to expect with each license issued and understands the requirements in logging time as well as obtaining a medical.

Instructors Notes:

Introduction:

Attention

Interesting fact or attention grabbing story

Understanding what is required with each certificate and document that a pilot may obtain is essential to obtaining that certificate.

Overview

Review Objectives and Elements/Key ideas

What

Certificates and Documents cover the knowledge necessary to obtain and maintain the recreational, private, and commercial license. This also covers medical certificates and required logbook entries.

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 each certificate. It is also necessary to know how medical certificates work and what training must be logged.

How:

1. Training Requirements

A. Recreational Certificate (61.99)

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

a. 15 hours from an authorized instructor in the areas listed in 61.98 that consists of at least:

- 2 hours of training en route to an airport more than 25 nm from the airport where the applicant normally trains and includes at least 3 takeoffs and landings at the destination
- 3 hours of flight training for the rating sought in preparation of the practical test (within the preceding 2 calendar months of the test)
- 3 hours of solo flying

B. Private Certificate (61.109)

i. For an airplane single engine rating

a. Must log at least 40 hours of flight time

- At least 20 of which must be flight instruction from an authorized instructor
- 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 takeoffs and landings to a full stop at an airport with an operating control tower

b. The training must include at least:

- 3 hours cross-country flight training in a single engine plane
- 3 hours of night flight training which includes:
 - a Once cross-country flight over 100 nm total distance
 - b 10 takeoffs and landings to a full stop at an airport with an operating control tower
- 3 hours of flight training on the control/maneuvering solely by reference to instruments

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- 3 hours of flight training in prep for the practical test (within the preceding 2 calendar months from the month of the test)
- ii. 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* (does not have to be multiengine)
- C. Commercial Certificate (61.129)
 - i. For an airplane single engine rating
 - a. Must log at least 250 hours of flight time as a pilot that consists of at least:
 - 100 hours in powered aircraft, 50 hours of which must be in airplanes
 - 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
 - 20 hours of training in the areas of operation (61.127(b)(1)) that includes at least:
 - a 10 hours of instrument training; at least 5 hours must be in a single engine airplane
 - b 10 hours of training in an airplane that has retractable gear, flaps, and a controllable pitch propeller, or is turbine powered
 - c One 2 hour cross-country flight in a single engine airplane in day VFR conditions
 - 1. The total straight line distance must be more than 100 nm from the original point of departure
 - d One 2 hour cross-country flight in a single engine airplane in night VFR conditions
 - 1. The total straight line distance must be more than 100 nm from the original point of departure
 - e 3 hours in a single engine airplane with an instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test
 - 10 hours of solo flight time (or flight time performing the duties of PIC) in a single engine airplane on the areas of operation in 61.127(b)(1) which includes at least:
 - a One cross-country flight not less than 300 nm total distance with landings at a minimum of 3 points, one of which is a straight line distance of at least 250 nm from the original departure point
 - b 5 hours in night VFR conditions with 10 takeoffs and landings at an airport with an operating control tower
 - ii. For an airplane multiengine rating (differences to the single engine rating are shown in red)
 - 100 hours in powered aircraft, 50 hours of which must be in airplanes
 - 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
 - 20 hours of training in the areas of operation (61.127(b)(1)) that includes at least:
 - a 10 hours of instrument training; at least 5 hours must be in a **multiengine** airplane
 - b 10 hours of training in an airplane that has retractable gear, flaps, and a controllable pitch propeller, or is turbine powered
 - c One 2 hour cross-country flight in a **multiengine** airplane in **daytime conditions**
 - 1. The total straight line distance must be more than 100 nm from the original departure point
 - d One 2 hour cross-country flight in a **multiengine** airplane in **nighttime conditions**
 - 1. The total straight line distance must be more than 100 nm from the original departure point
 - e 3 hours in a **multiengine** airplane with an instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test

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- 10 hours of solo flight time (or flight time performing the duties of PIC) in a **multiengine** airplane on the areas of operation in **61.127(b)(2)** which includes at least:
 - a One cross-country flight not less than 300 nm total distance with landings at a minimum of 3 points, one of which is a straight line distance of at least 250 nm from the original departure point
 - b 5 hours in night VFR conditions with 10 takeoffs and landings at an airport with an operating control tower

2. Privileges and Limitations

A. Recreational Certificate (61.101)

- i. A person who holds a recreational pilot certificate may:
 - a. Carry no more than one passenger; and
 - 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
 - b. Act as PIC on a flight within 50 nm from the departure airport, if that person has:
 - Received ground/flight training as specified in the FARs, been found proficient to make the trip, and received an endorsement permitting flight within 50 nm from the departure airport
 - c. Act as PIC on a flight exceeding 50 nm from the departure airport, if that person has:
 - Received ground/flight training as specified in the FARs, been found proficient, and received an endorsement for the cross country training requirements
 - d. Act as PIC in Class B, C, and D airspace, if that person has:
 - Received ground/flight training as specified in the FARs, been found proficient, and received an endorsement
- ii. A person who holds a recreational pilot certificate may NOT act as PIC of an aircraft:
 - a. For more than 4 occupants
 - b. With more than one powerplant
 - c. With a powerplant of more than 180 horsepower
 - d. With retractable landing gear
 - e. That is classified as a multiengine airplane
 - f. Carrying passengers or property for compensation or hire/for compensation or hire
 - g. In furtherance of a business
 - h. Between sunset and sunrise
 - i. In class A, B, C, and D airspace, at an airport in class A, B, C, or D airspace, or to, from, through, or at an airport have an operation control tower
 - j. Above 10,000' MSL or 2,000' AGL (whichever is higher)
 - k. When flight or surface visibility is less than 3 statute miles (sm)
 - l. Without visual reference to the surface
 - m. On a flight outside the US
 - n. To demonstrate the aircraft in flight as an aircraft salesperson to a prospective buyer
 - o. That is used in a passenger carrying airlift and sponsored by a charitable organization
 - p. That is towing any object
- iii. A recreational pilot may not act as a flight crewmember on an aircraft with a type certificate requiring more than one pilot except when:
 - a. Receiving flight training, and no one other than the required flight crewmember is onboard
- iv. A recreational pilot with less than 400 flight hours, who 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

B. Private Pilot (61.113)

- i. May not act as PIC of an aircraft carrying passengers or property for compensation or hire

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- ii. May act as PIC for compensation/hire if incidental to the business and no passengers or property
- iii. 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
- iv. May be reimbursed for operating expenses directly related to search and location operations
- v. May act as PIC for a charitable, nonprofit, or community event (91.146)
- vi. May be reimbursed for operating expenses directly related to search and rescue
- vii. May demo an aircraft to a potential buyer if have over 200 hours and are an aircraft salesman
- viii. May act as PIC of an aircraft towing a glider (under 61.69)
- ix. May act as PIC to conduct a production flight test in a light-sport aircraft intended for light sport certification provided that:
 - a. Aircraft is a powered parachute or weight shift control aircraft
 - b. The person has at least 100 hours of PIC time in the category and class of aircraft flown
 - c. The person is familiar with processes/procedures applicable to flight testing

C. Commercial (61.133)

- i. Privileges
 - a. May act as PIC of an aircraft carrying persons or property for compensation/hire
 - b. May act as PIC of an aircraft for compensation/hire
- ii. Limitations
 - a. Without an instrument rating in the same category and class, the carriage of passengers for hire on cross-country flights over 50 nm or at night is prohibited

3. Medical Certificates (61.123)

A. Requirements

- i. A First Class Medical Certificate is required when:
 - a. Exercising the PIC privileges of an airline transport pilot certificate
 - b. Exercising the second- in-command privileges of an airline transport pilot certificate that requires 3 or more pilots, or when serving as a required flightcrew member under Part 121 and 60 years old or older
- ii. A Second Class Medical Certificate is required when exercising:
 - a. Second-in-command privileges of an airline transport pilot certificate under Part 121
 - b. Privileges of a commercial pilot certificate
- iii. A Third Class Medical Certificate is required when:
 - a. Exercising the privileges of a private pilot, recreational pilot, or student pilot certificate
 - b. Exercising the privileges of a flight instructor certificate and acting as PIC
 - c. Exercising the privileges of a flight instructor certificate and serving as a required flight crewmember
 - d. Taking a practical test in an aircraft for a recreational pilot, private pilot, commercial pilot, airline transport pilot, or flight instructor certificate
 - e. When performing the duties as an Examiner in an aircraft when administering a practical test or proficiency check
- iv. A medical is not required when:
 - a. Exercising the privileges of a flight instructor certificate if the person is not acting as PIC or serving as a required flight crewmember
 - b. Exercising the privileges of a ground instructor certificate
 - c. When a military pilot of the US Armed Forces can show evidence of an up-to-date medical examination authorizing pilot flight status issued by the US Armed Forces and
 - The flight does not require higher than a 3rd class medical certificate
 - The flight conducted is a domestic flight within US airspace
- v. Operations requiring a Medical OR U.S. Driver's License

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- a. A person must hold and possess either a medical certificate or a U.S. driver's license when:
 - Exercising the privileges of a student pilot certificate while seeking sport pilot privileges in a light-sport aircraft other than a glider or balloon
 - Exercising the privileges of a sport pilot certificate in a light sport aircraft other than a glider or a balloon
 - Exercising the privileges of a flight instructor certificate with a sport pilot rating while acting as PIC or serving as a required flight crewmember of a light-sport aircraft other than a glider or a balloon
 - Serving as an examiner and administering a practical test for the issuance of a sport pilot certificate in a light-sport aircraft other than a glider or a balloon
- b. A person using a U.S. driver's license must:
 - Comply with each restriction and limitation imposed by the driver's license and any judicial or administrative order applying to the operation of a motor vehicle
 - Have been found eligible for at least a 3rd class medical certificate at the time of the most recent application (if the person has applied for a medical certificate)
 - Not have had the most recently issued medical certificate suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn
 - Not know or have reason to know of any medical condition that would make the person unable to operate a light-sport aircraft in a safe manner

B. Class and Duration (61.23(d))

i. First Class

- a. Under 40 on the date of the examination - Expires at the end of the last day of the:
 - 12th month for 1st class activities
 - 12th month for 2nd class activities
 - 60th month for 3rd class activities (under 40 years old)
- b. Over 40 on the date of the examination - Expires at the end of the last day of the:
 - 6th month for 1st class activities
 - 12th month for 2nd class activities
 - 24th month for 3rd class activities (over 40 years old)

ii. Second Class

- a. When exercising the privileges of Commercial certificate
- b. Under 40 on the date of the examination - Expires at the end of the last day of the:
 - 12th month for 2nd class activities
 - 60th month for 3rd class activities
- c. Over 40 on the date of the examination - Expires at the end of the last day of the:
 - 12th month for 2nd class activities
 - 24th month for 3rd class activities

iii. Third Class

- a. When exercising the privileges of a CFI, Private, Recreational, Student certificate, etc.
- b. Under 40 on the date of the examination - Expires at the end of the last day of the:
 - 24th month
- c. Over 40 on the date of the examination - Expires at the end of the last day of the:
 - 60th month

4. Recent Flight Experience Requirements (61.57)

A. Pilot in Command

- a. To carry passengers, a pilot must have made 3 takeoffs and landings within the preceding 90 days, and:

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- Acted as the sole manipulator of the flight controls in the same category, class, type aircraft
 - Tailwheel landings must be to a full stop
 - ii. To carry passengers 1 hour after sunset to 1 hour before sunrise, a pilot must have 3 takeoffs and landings 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
 - ii. 61.57(c) & (d) - To act as PIC under IFR or weather conditions less than VFR minimums, within the preceding 6 months (preceding the month of the flight), you must have performed and logged at least:
 - a. 6 instrument approaches, holding procedures, and intercepting/tracking courses
 - b. If the pilot has failed to meet the instrument experience requirements (above) for more than 6 calendar months, currency may only be reestablished through an instrument proficiency check (IPC)
 - An IPC must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards
 - The instrument proficiency check must be given by an examiner, a company check pilot, an authorized instructor, or a person approved by the Administrator to conduct instrument practical tests
- B. Flight Reviews (61.56)
- i. 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
 - b. Flight review must be given by an authorized instructor
 - ii. 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 and procedures necessary for to demonstrate the safe exercise of the certificate
 - iii. A flight review is not necessary, if in the past 24 calendar months, the pilot has passed any of the following:
 - a. A pilot proficiency check or practical test for a pilot certificate, rating, or operating privilege
 - b. A practical test for the issuance of a flight instructor certificate, and additional rating on a flight instructor certificate, renewal of a flight instructor certificate, or reinstatement of a flight instructor certificate
 - iv. If one or more phase of an FAA sponsored pilot proficiency award program has been accomplished a flight review is not required
 - v. A student pilot undergoing training for a certificate and has a current solo flight endorsement does not need a flight review

5. Required Logbook Entries

- A. Must document and record training and aeronautical experience used to meet the requirements for a certificate, rating, or review
 - i. In the logbook, you must enter
 - a. General,
 - Date, Total flight/lesson time; location of departure/arrival (for a simulator, the location where the lesson occurred); type and identification of aircraft, simulator, or training device; and the name of the safety pilot (if necessary)
 - b. Type of pilot experience or training
 - Solo, PIC, SIC, Flight and ground training received, training in a simulator or flight training device
 - c. Conditions of Flight
 - Day/Night, Actual Instrument, Simulated Instrument in flight or a simulator /FTD

Conclusion:

Brief review of the main points

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

PTS Requirements:

To determine that the applicant exhibits instructional knowledge of the elements related to certificates and documents by describing:

1. The training requirements for the issuance of recreational, private, and commercial pilot certificates.
2. The privileges and limitations of pilot certificates and ratings at recreational, private, and commercial levels.
3. Class and duration of medical certificates.
4. Recent pilot flight experience requirements.
5. Required entries in pilot logbook or flight record.