

III.A. Certificates and Documents

References: 14 CFR parts [23](#), [43](#), [61](#), [67](#), [91](#), [Airplane Flying Handbook](#) (FAA-H-8083-3), [Pilot's Handbook of Aeronautical Knowledge](#) (FAA-H-8083-25), 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.

Instructor 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 ([FAR 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 [FAR 61.98](#) that consists of at least:
 - 2 hours of training enroute 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. Student Pilot Certificate

- i. As of April 2016, the medical certificate is no longer used as the student pilot certificate
- ii. Eligibility - [FAR 61.83](#)
 - a. At least 16 years old
- iii. Application - [FAR 61.85](#)
 - a. Submit an application to a Flight Standards District Office, a designated pilot examiner, an airman certification representative associated with a pilot school, a flight instructor, or other person authorized by the Administrator
 - b. The FAA estimates it will take approx. 3 weeks to approve and return the new plastic student pilot certificates to applicants by mail
- iv. Here's more info than you'll ever need: [Student Pilot Application Requirements](#)

C. Private Certificate ([FAR 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

- c. A two-axis autopilot integrated with the navigation and heading guidance system
 - d. The display elements of the PFD and MFD must be continuously visible
 - 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 [FAR 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
- iii. 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 a **multi-engine complex** or **turbine powered** airplane
 - 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
 - 10 hours of solo flight time (or flight time performing the duties of PIC) in a **multiengine** airplane on the areas of operation in [FAR 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 ([FAR 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. For compensation on hire (with or without passengers or property)
 - 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 B, C, or D airspace, or to, from, through, or at an airport having 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 ([FAR 61.113](#))
- i. May not act as PIC of an aircraft carrying passengers or property for compensation or hire
 - 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 ([FAR 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 [FAR 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 Privileges and Limitations ([FAR 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 ([FAR 61.23](#)) & Basic Med

A. Medical Certificates

i. Requirements

a. A First-Class Medical Certificate is required when:

- Exercising the PIC privileges of an airline transport pilot certificate
- Exercising the second-in-command privileges of an airline transport pilot certificate that requires 3 or more pilots, or when serving as a required flight crewmember under Part 121 and 60 years old or older

b. A Second-Class Medical Certificate is required when exercising:

- Second-in-command privileges of an airline transport pilot certificate under Part 121
- Privileges of a commercial pilot certificate

c. A Third-Class Medical Certificate is required when:

- Exercising the privileges of a private pilot, recreational pilot, or student pilot certificate
- Exercising the privileges of a flight instructor certificate and acting as PIC
- Exercising the privileges of a flight instructor certificate and serving as a required flight crewmember
- Taking a practical test in an aircraft for a recreational pilot, private pilot, commercial pilot, airline transport pilot, or flight instructor certificate
- When performing the duties as an Examiner in an aircraft when administering a practical test or proficiency check

d. A medical is not required when:

- Exercising the privileges of a flight instructor certificate if the person is not acting as PIC or serving as a required flight crewmember
- Exercising the privileges of a ground instructor certificate
- 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
 - a The flight does not require higher than a 3rd class medical certificate
 - b The flight conducted is a domestic flight within US airspace

ii. Class and Duration ([FAR 61.23\(d\)](#))

a. First Class

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

b. Second Class

- When exercising the privileges of Commercial certificate

- Under 40 on the date of the examination - Expires at the end of the last day of the:
 - a 12th month for 2nd class activities
 - b 60th month for 3rd class activities
 - 40 or older on the date of the examination - Expires at the end of the last day of the:
 - a 12th month for 2nd class activities
 - b 24th month for 3rd class activities
 - c. Third Class
 - When exercising the privileges of a CFI, Private, Recreational, Student certificate, etc.
 - Under 40 on the date of the examination - Expires at the end of the last day of the:
 - a 60th month
 - 40 or older on the date of the examination - Expires at the end of the last day of the:
 - a 24th month
- B. BasicMed / Using a Driver's License – [FAR 61.23\(c\)](#)
- i. Overview
 - a. A way to operate without an FAA medical certificate
 - b. A pilot is required to complete a medical education course, undergo a medical examination every four years, and comply with aircraft and operating restrictions
 - c. [FAA BasicMed Info](#); [FAA BasicMed FAQ](#)
 - ii. Applicable when:
 - a. Exercising the privileges of a student, recreational or private pilot certificate if the flight is conducted [FAR 61.113\(i\)](#)
 - b. Exercising the privileges of a flight instructor certificate and acting as PIC or a required crewmember if the flight is conducted [FAR 61.113\(i\)](#)
 - iii. A person using their driver's license must:
 - a. Comply with all medical requirements associated with the license
 - b. Have held a medical certificate after July 14, 2006
 - c. Have completed the medical education course in the last 24 months
 - d. Have received a medical exam in the past 48 months using the directed exam checklist
 - e. Have not had the most recently held medical certificate revoked, suspended, or withdrawn
 - f. Be under the care of a physician if diagnosed with a condition that may affect flight abilities
 - iv. [FAR 61.113\(i\)](#) requires:
 - a. Aircraft: Authorized for no more than 6 occupants, Max takeoff weight of 6,000 lbs.
 - b. Flight: In the US, not more than 18,000' and 250 knots, not for compensation/hire
 - c. Pilot: Has medical exam checklist and certificate of course completion in logbook
- 4. Recent Flight Experience Requirements ([FAR 61.57](#))**
- A. Pilot in Command
 - i. To carry passengers, a pilot must have made 3 takeoffs and landings within the preceding 90 days, and:
 - 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. [FAR 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 (FAR 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, an 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 (FAR 61.51)

- 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.

