

Initial/Recurrent DPE Part I Training



Federal Aviation
Administration

14 CFR Part 61



Welcome to the “14 CFR Part 61” Lesson of the Initial DPE Part I Online Course.

This course contains the Federal Aviation Regulations (FAR's) pertaining to FAA certification of Pilots, Flight Instructors, and Ground Instructors.

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

Overview

- In this lesson, we will discuss 14 CFR Part 61 Airman Certification requirements as it relates to:
 - Pilots
 - Flight Instructors
 - Ground Instructors



In this lesson, we will discuss 14 CFR Part 61, Airman Certification requirements as it relates to:

- Pilots
- Flight Instructors
- Ground Instructors

Objective

- On an End-of-Course Test, and in accordance with Part 61, you will identify:
 - Airman privileges and responsibilities
 - Medical certificate requirements
 - Knowledge Test requirements
 - Endorsements and recommendations
 - Practical Test requirements
 - Logbook documentation procedures



On an End-of-Course Test and in accordance with Part 61, you will identify:

- Privileges and responsibilities associated with pilot certificates and ratings
- Medical class requirements to exercise privileges
- Knowledge Test requirements
- Types of endorsements and recommendations
- Practical test requirements
- Logbook documentation procedures

Part 61 Eligibility Requirements

- Student Pilot Certificate, **Subpart C**
- Recreational Pilot Certificate, **Subpart D**
- Private Pilot Certificate, **Subpart E**
- Commercial Pilot Certificate, **Subpart F**
- ATP, **Subpart G**
- Certified Flight Instructor, **Subpart H**
- Sport Pilot Certificate, **Subpart J**

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

4

The following Pilot and Flight Instructor Certificates are issued by the FAA, and all eligibility requirements for certificates and ratings can be found in Part 61, under the following subparts:

- Student Pilot Certificate, Subpart C
- Recreational Pilot Certificate, Subpart D
- Private Pilot Certificate, Subpart E
- Commercial Pilot Certificate, Subpart F
- ATP, Subpart G
- Certified Flight Instructor Certificate, Subpart H
- Sport Pilot Certificate, Subpart J

Privileges & Responsibilities

- Airmen Application Process
- Eligibility Requirements
- Categories, Ratings, & Limitations
- Airman Certificate Duration
- Types of Certificate Action



Let's now discuss airman privileges and responsibilities, which will include:

- Airmen Application Process
- Eligibility Requirements
- Categories, Ratings, & Limitations
- Airman Certificate Duration
- Types of Certificate Action

Airman Application Process

- Must make application on a form and in a manner acceptable to Administrator
- Must apply using one of the following:
 - FAA Form 8710-1
 - FAA Form 8710-11 (Sport Pilot)
 - IACRA

14 CFR, Part 61.13

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

6

An applicant for an Airman Certificate, rating, or authorization under Part 61, must apply on a form and in a manner acceptable to the Administrator. They must apply on either FAA Form 8710-1, 8710-11, or through the use of the Integrated Airman Certification and Rating Application (IACRA) system.

IACRA is the web-based certification system, that guides the user through the FAA's airman application process.

We will discuss IACRA in more detail later in this course.

Airman Application Process

- Student Pilot Certificates may be issued by a:
 - DPE
 - Airman Medical Examiner
 - FSDO Inspector

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION						CERTIFICATE NO. ZZ
STUDENT PILOT CERTIFICATE						
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,						
LIMITATIONS	1. PASSENGER CARRYING IS PROHIBITED.					
ISSUANCE DATE			EXPIRATION DATE			
ISSUED BY	SIGNATURE OF EXAMINER OR INSPECTOR					EXAM. DESIG. NO. OR INSPECTOR'S REC. 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

Initial/Recurrent DPE Part I
14 CFR Part 61

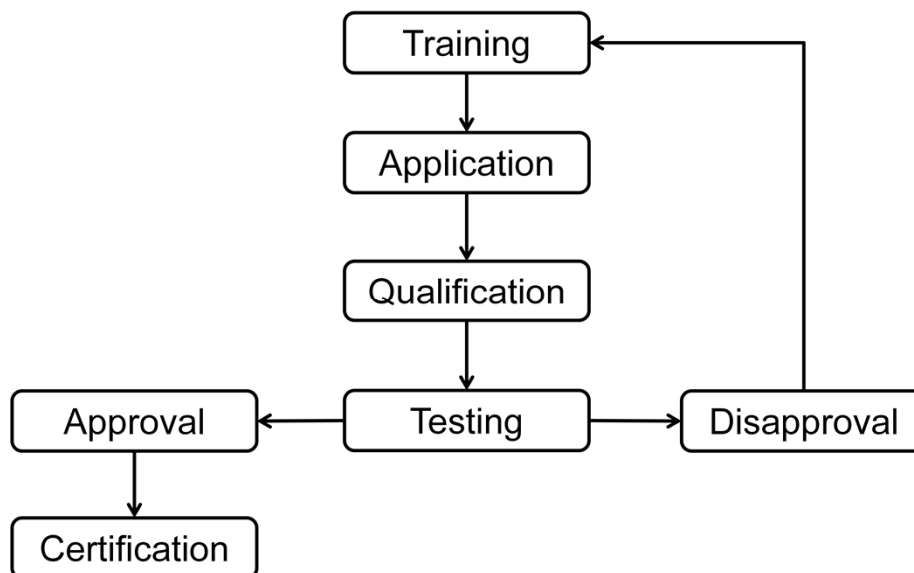


Federal Aviation
Administration

7

Designated Pilot Examiners, Airman Medical Examiners, and FAA Inspectors may all issue FAA Form 8710-2, Student Pilot Certificate.

Airman Certification Process



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

8

All certificate and rating applications, excluding student pilot, will follow the Airman Certification Process as outlined in this flow chart.

Each applicant must successfully complete training and meet the aeronautical experience requirements as outlined in Part 61, before applying for an airman certificate or rating.

Once the DPE has reviewed the application and ensured the applicant is qualified for the certificate or rating, the DPE may begin the Practical Test.

If the applicant passes the practical test, they will be issued a certificate or rating. If they do not successfully pass the practical test, they must receive additional training in the areas of operation which were found deficient, before reapplying for a certificate or rating.

PLEASE NOTE:

The Student Pilot application process varies according to the authorization being sought. Please refer to Part 61, Subpart C, for specific requirements.

Airman Certificate Duration

- Temporary Airman Certificate (FAA Form 8060-4)
 - Expires 120 days from the date issued or upon receipt of:
 - Permanent Certificate
 - Notice that certificate or rating sought is denied or revoked
 - These conditions are printed on the back of the Temporary Airman Certificate

14 CFR, Part 61.17

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

10

A Temporary Airman Certificate, FAA Form 8060-4, expires 120 days from the date issued, or upon receipt of the permanent certificate, or notice that the certificate or rating sought is denied or revoked.

These conditions are printed on the back of the Temporary Airman Certificate. It is advisable, upon successful completion of the Practical Test, to review these conditions with the new certificate holder.

Airman Certificate Duration

Continued

- Temporary Airman Certificate (FAA Form 8060-4)
 - Ensure applicant reads conditions on the back of the certificate
 - Emphasize Temporary Certificate valid 120 days from date of issuance
 - **DPE cannot extend 120 day time period**

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

11

When issuing FAA Form 8060-4, ensure the applicant reads the conditions of issuance on the back of the certificate. Be sure to emphasize the temporary certificate is only valid for 120 days from the date of issuance.

A DPE **cannot** re-issue the temporary certificate to extend the 120 day time period.

If an airman contacts you because the permanent certificate has not been received within a reasonable time, refer the person to the FSDO for a possible remedy. This allows the FSDO to investigate the situation. There may be simply a delayed or lost file. However, there could be a violation, security, or medical reason involved.

Airman Certificate Duration

- Student Pilot Certificate Duration
 - UNDER 40:
 - Expires in 60 calendar months
 - OVER 40:
 - Expires in 24 calendar months

14 CFR, Part 61.19

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

12

If a student is under 40 years of age, the Student Pilot Certificate expires in 60 calendar months.

If the student is over 40 years of age, the Student Pilot Certificate expires in 24 calendar months.

Airman Certificate Duration

Continued

- Student Pilot Certificate Duration
 - Glider, Balloon, or Sport Pilot Certification ONLY
 - Expires in 60 calendar months, **regardless of the person's age**

14 CFR, Part 61.19

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

13

Regardless of a student's age, for students seeking Glider, Balloon, or Sport Pilot Certification **only**, the Student Pilot Certificate expires in 60 calendar months.

Airman Certificate Duration

- Flight Instructor Certificates
 - Expire 24 calendar months from the month:
 - Issued
 - Renewed
 - Reinstated
 - Certificates issued IAW 14 CFR, Part 61.75
 - Expires when associated Foreign Pilot License expires

14 CFR, Part 61.19

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

14

Flight Instructor Certificates expire 24 calendar months from the month issued, renewed, or reinstated.

A certificate issued on the basis of a Foreign Pilot License, expires when the associated Foreign Pilot License expires.

Categories, Ratings, & Limitations

- Aircraft type ratings are required for anyone acting as PIC of:
 - Large aircraft (except Lighter-Than-Air)
 - Turbojets
 - Other aircraft specified by type certificate



14 CFR, Part 61.31

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

15

Aircraft type ratings are required for any person who acts as PIC of any large aircraft (greater than 12,500 pounds gross takeoff weight) except for Lighter-Than-Air.

Type ratings are also required for turbojet powered airplanes and other aircraft as specified by the Administrator through the aircraft's type certificate.

Categories, Ratings, & Limitations

- Airplane
 - Single Engine Land
 - Single Engine Sea
 - Multiengine Land
 - Multiengine Sea
- Rotorcraft
 - Helicopter
 - Gyroplane



The Airplane category has four class ratings; Single Engine Land, Single Engine Sea, Multiengine Land, and Multiengine Sea.

The Rotorcraft category has two class ratings; Helicopter and Gyroplane.

Categories, Ratings, & Limitations

- Lighter-Than-Air
 - Airship
 - Balloon

Airship



Balloon



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

17

The Lighter-Than-Air category has two class ratings; Airship and Balloon.

Light Sport Aircraft



1,430 lbs. MTW



1,320 lbs. MTW



1,320 lbs. MTW

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

18

Light Sport Aircraft intended for operations on land may only have up to a 1,320 lbs. Maximum Takeoff Weight

Aircraft that are intended to takeoff and land on water are allowed a 1,430 lbs. Maximum Takeoff Weight. The Extra 110 lbs. is intended to allow for the addition of floats.

Light Sport Aircraft

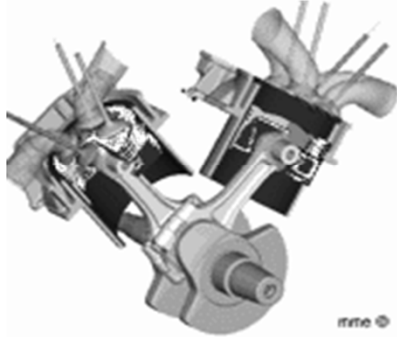
- Cabin
 - Non-pressurized:
 - If Equipped with a Cabin
 - Maximum Seating Capacity:
 - No more than 2 persons



Light Sport Aircraft must be non-pressurized if equipped with a cabin. The maximum seating capacity is two persons including the pilot.

Light Sport Aircraft

- Single-Engine Reciprocating



PowerPlants

Initial/Recurrent DPE Part I
14 CFR Part 61

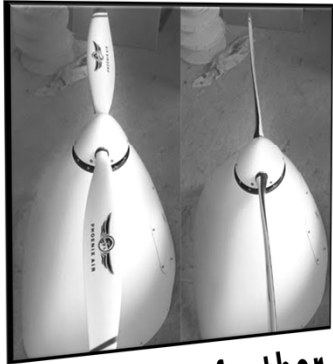


Federal Aviation
Administration

20

The power plant of a Light Sport Aircraft is limited to Single Engine Reciprocating. However, there are provisions for rotary engines.

Light Sport Aircraft “Propulsion”



Fixed or Autofeather



Fixed or Ground Adjustable

Two Blade Semi-Rigid Teetering Fixed Pitch



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

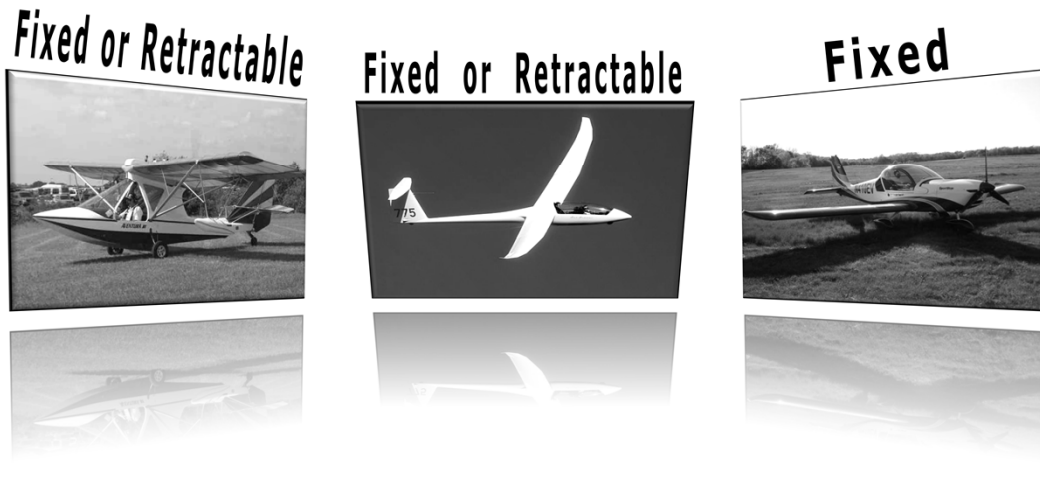
21

Part 1 specifies that a Light Sport Aircraft must have a:

- Fixed or ground-adjustable propeller if a powered aircraft other than a powered glider;
- Fixed or auto feathering propeller system if a powered glider;
- Fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane

Light Sport Aircraft

Landing Gear



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

22

Part 1 also specifies that aircraft must have fixed landing gear if it is intended to operate from land.

For a glider or aircraft intended for operation on water, the aircraft may have a fixed or retractable landing gear.

Categories, Ratings, & Limitations

CATEGORIES WITH NO CLASS RATINGS

Glider



Powered-Lift



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

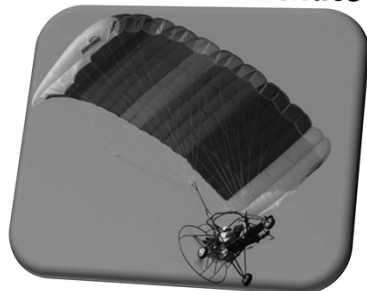
23

Gliders and Powered Lift categories have no class ratings.

Categories, Ratings, & Limitations

CAN NOW BE ISSUED AT THE PRIVATE PILOT LEVEL

Powered Parachute



Weight Shift Control



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

24

Power Parachute and Weight-Shift Control can be obtained at the Private Pilot level.

Powered Parachute means a powered aircraft comprised of a flexible or semi-rigid wing, connected to a fuselage so that the wing is not in position for flight until the aircraft is in motion. The fuselage of a powered parachute contains the aircraft engine, a seat for each occupant, and is attached to the aircraft's landing gear.

Weight-Shift-Control aircraft means a powered aircraft with a framed pivoting wing and a fuselage controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces.

Categories, Ratings, & Limitations

- Powered Parachute classes
 - Land
 - Sea
- Weight-Shift Control classes
 - Land
 - Sea



Power Parachute and Weight-Shift Control both have two classes; Land and Sea.

Categories, Ratings, & Limitations

- Helicopters are NOT included in the Light Sport Category



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

26

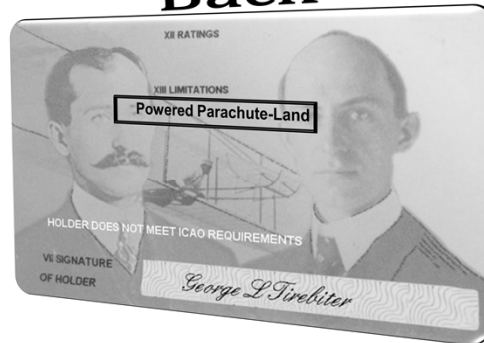
Helicopters are NOT included in the Light Sport Aircraft Category.

Sport Pilot Certificate

Front



Back



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

27

This is what the front and back of the sport pilot certificate looks like.

Notice there are now category and class ratings listed on the Sport Pilot Certificate under the “limitations” section.

Sport Pilot Medical Requirements

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration
MEDICAL CERTIFICATE Third CLASS

This certifies that (Full name and address):
Benny D. Hill
7410 DuPont Circle
Old Bethpage, NY 11804

Date of Birth	Height	Weight	Hair	Eyes	Sex
21/1924	5'11"	210lbs	Brown	Brown	M

Holder must wear corrective lenses for near and distant vision while exercising the privileges of this airman certificate.

Limitations

Date of Examination 5/23/92

Examiner: [Signature] M.D.

FAA Form 8500-9 (1-91) Supersedes Previous Edition

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

28

A person must have either a medical certificate or a valid driver's license when exercising the privileges of:

- Student Pilot Certificate while seeking sport pilot privileges
- Sport Pilot Certificate (other than balloon or glider)
- Flight Instructor Certificate with sport pilot privileges if acting as required crewmember

A person using a driver's license must meet following requirements:

- Comply with restrictions and limitations on driver's license
- Been eligible for medical at the time of last application (if they have applied)
- Not have had their most recent medical suspended or revoked
- Not know of a medical condition that would make them unable to operate a light-sport aircraft in a safe manner

Sport Pilot Certificate

- Driver's license cannot be used to meet any requirements of 14 CFR, Part 61 if driver's license is:
 - Surrendered
 - Suspended
 - Revoked
 - Expired

14 CFR, Part 61.2

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

29

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

All applicable limitations of the driver's license apply to the airman certificate.

Categories, Ratings, & Limitations

- To act as PIC carrying passengers
 - Must hold category, class, and type rating that applies to aircraft (if required)

14 CFR, Part 61.31(c)

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

30

A person may not act as PIC of an aircraft that is carrying another person, unless they hold the appropriate category, class, and type rating that applies to the aircraft (if a class and type rating is required).

Categories, Ratings, & Limitations

- FAA recently created SIC Type Rating
 - Allows those who operate aircraft with more than one required crewmember to operate outside the U.S.
- To receive SIC pilot type rating, applicant must:
 - Have pilot logbook signed by person who provided training after each lesson, stating they have demonstrated knowledge required for safe operation of type of aircraft relative to SIC duties
 - In lieu of a trainer, a qualified management official within the organization may sign the logbook and make the required endorsement.

14 CFR, Part 61.55

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

31

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

To receive the SIC 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 SIC.

Categories, Ratings, & Limitations

Continued

- SIC type rating requirements
 - 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

14 CFR, Part 61.55

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

32

A Practical Test is not required for the issuance of an “SIC Privileges Only” pilot type rating.

A person may receive a SIC type rating after satisfactorily completing an approved SIC training program under Part 91 Subpart K, and Parts 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.

Categories, Ratings, & Limitations

- SIC Pilot type ratings are required during international operations in aircraft certificated for a minimum crew of two pilots.
 - NOT required for U.S. domestic operations



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

33

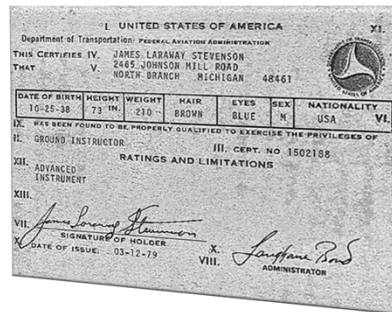
SIC Pilot type ratings are required during international operations in aircraft certificated for a minimum crew of two pilots, in order to meet ICAO requirements.

Domestic operations do not require SIC type ratings on FAA Pilot Certificates.

Categories, Ratings, & Limitations

Excluding Student or Temporary Certificates

- As of March 31, 2010, the holder of a paper Pilot Certificate may not exercise privileges of that certificate.



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

34

As of March 31, 2010, the holder of a paper Pilot Certificate may not exercise the privileges of that certificate. Airmen should exchange all paper Pilot Certificates for plastic certificates.

Replacing your paper certificate with a plastic certificate can be done on the FAA webpage.

Categories, Ratings, & Limitations

- Rating limitations of Part 61 **DO NOT** apply to:
 - Applicant taking practical test
 - Holder of Student Pilot Certificate
 - Holder of Pilot Certificate operating an aircraft under authority of:
 - Provisional type certificate
 - Experimental certificate (cannot carry passengers)
 - Pilot Certificate with Lighter-Than-Air rating when operating Balloon
 - Holder of Recreational Pilot Certificate operating under provisions of Part 61.101(h)

14 CFR, Part 61.31

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

35

Part 61 allows an applicant who is not rated in an aircraft to act as PIC 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. Nor do they apply to a Student Pilot Certificate holder, or 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.

These limitations also do not apply to:

- Holder of a Pilot Certificate with a Lighter-Than-Air rating when operating a Balloon
- Holder of a Recreational Pilot Certificate operating under the provisions of Part 61.101(h).

Categories, Ratings, & Limitations

- To add Airplane or Glider rating, the applicant must:
 - Meet eligibility requirements listed in 61.183 and 61.191 that apply to rating sought.
 - Applicant is NOT required to pass Knowledge Test on areas listed in 14 CFR, Part 61.185(a)(1).



An applicant who wants to add an Airplane or Glider rating to their Flight Instructor Certificate must meet the eligibility requirements listed in Part 61.183 and 61.191, that apply to the Flight Instructor rating sought.

The applicant is not required to pass the Fundamentals of Instruction Knowledge Test.

Categories, Ratings, & Limitations

- Authorized Flight Instructor
 - Holds a Current Flight Instructor Certificate
 - Issued under Part 61
 - Authorized By Administrator to conduct
 - Flight training under Parts 61; 121; 135; or 142 in accordance with that authority
 - Instructors in ICAO member countries may only give endorsements for training given

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

37

An “Authorized Instructor” is a person who holds a current Flight Instructor Certificate issued under Part 61.

A Commercial Pilot with a Balloon rating can:

- Give flight and ground training in a Balloon for the issuance of a certificate or rating
- Give an endorsement for a Pilot Certificate with a Balloon rating
- Endorse a Student Pilot Certificate or logbook endorsement for solo operating privileges in a Balloon
- Give flight and ground training and endorsements required for flight review and operating privileges or recency of experience requirements

A military Flight Instructor or a Flight Instructor of an ICAO member state may provide only endorsements for training given. They cannot provide solo endorsements or recommend an applicant for a Practical Test.

Categories, Ratings, & Limitations

- Flight Instructor
 - May not conduct flight training in any aircraft he/she does not hold a Pilot Certificate and Flight Instructor Certificate with applicable category and class
 - Must hold type rating if required for aircraft
 - Must hold Instrument rating if giving instruction or Instrument flight training, for issuance of Instrument rating or type rating not limited to VFR

14 CFR, Part 61.195

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

38

A Flight Instructor cannot conduct flight training in any aircraft they do not hold a Pilot Certificate and Flight Instructor Certificate with the applicable category and class. They must also hold a type rating for the aircraft (if required).

A Flight Instructor must hold an instrument rating if giving instruction or Instrument Flight Training, for the issuance of an Instrument rating or type rating not limited to VFR.

Categories, Ratings, & Limitations

- Flight Instructor
 - Five Hours PIC in specific make and model of
 - Multiengine
 - Helicopter
 - Powered-Lift

14 CFR, Part 61.195

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

39

Prior to giving flight instruction, a Flight Instructor must have five hours of PIC in specific make and model of Multiengine, Helicopter, or Powered-Lift.

Categories, Ratings, & Limitations

- Flight Instructors
 - When giving Instruction
 - Pilot & Flight Instructor Certificates must be in physical possession or readily accessible in aircraft
 - FIRC graduation certificate is acceptable during renewal process
 - CFI's Pilot and Medical Certificates required if acting as a required crewmember



Part 61.3 requires Flight Instructors to have their Pilot & Flight Instructor Certificates in their physical possession, or readily accessible in the aircraft when giving instruction.

A FIRC graduation certificate is acceptable during the renewal process, and can be used in lieu of the Flight Instructor Certificate.

The CFI's Pilot and Medical Certificates would also be required if acting as a required crewmember.

Categories, Ratings, & Limitations

- Endorsement exceptions:
 - Endorsements of training within preceding 60 days, Knowledge Test review, and preparation for the test are NOT required for applicants:
 - For ATP Certificate with additional type rating
 - For a type rating **only**
 - That hold a Foreign Pilot License (ICAO) with at least the privileges of the U.S. Restricted Certificate sought



Endorsements of training within preceding 60 days, Knowledge Test review, and preparation for the test are **not** required for applicants:

- For ATP Certificate with additional type rating
- For a type rating **only**
- That hold a Foreign Pilot License (ICAO) with at least the privileges of the U.S. Restricted Certificate sought

Categories, Ratings, & Limitations

- Type ratings From Private or Commercial Certificate move to ATP if same category and class
 - Existing VFR Limitation Carries Forward

14 CFR Part 61.157(d)

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

42

If an applicant passes the ATP Practical Test in the same category and class of aircraft for which the applicant holds type ratings, any type ratings on the pilot certificate shall be included on the ATP Certificate. Existing VFR limitations also carry forward.

Categories, Ratings, & Limitations

- U.S. Restricted Private Pilot Certificate
 - Highest level that can be issued regardless of level of Foreign Pilot License held
 - DPEs may be authorized to add ratings or privileges to existing certificates
 - English language requirement applies

Part 61.75

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

43

U.S. Restricted Private Pilot Certificate is the highest level that can be issued regardless of the level of Foreign Pilot License held without further testing.

DPEs may be authorized to add ratings or privileges to existing U.S. Restricted Certificates. In doing this, make certain to consult FARs, FAA Order 8900.2, Designee Handbook, your FSDO's guidance, and TSA.

The English language requirement applies per Part 61.75.

Categories, Ratings, & Limitations

- Cross-country flight; pilots based on small islands

14 CFR, Part 61.111

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

44

If an applicant located on an island cannot accomplish flight training without flying over water for more than 10 nautical miles from the nearest shoreline, cross-country requirements of Part 61.109 would not apply.

A Pilot Certificate will be issued with an endorsement containing the following limitation, "Passenger carrying prohibited on flights more than 10 nautical miles from (the appropriate island)."

Upon meeting the cross-country training requirements, the applicant may have the limitation removed.

Categories, Ratings, & Limitations

- Night Flying Exceptions for Alaska
 - 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
 - Once limitation is removed, Private Pilot Certificate is re-issued without expiration date

14 CFR, Part 61.110

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

45

If applicants receive training and reside in the state of Alaska and **do not** meet the night experience requirements, you may issue them a Private Pilot Certificate with the limitation “NIGHT FLYING PROHIBITED.”

They must comply with the appropriate night flight training requirements within the 12-calendar-month period after the issuance of the Private Pilot Certificate; otherwise, the certificate will become invalid for use until they meet the requirements.

Airmen may have the Alaska 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.

Once the limitation is removed, the Private Pilot Certificate is re-issued without an expiration date.

Categories, Ratings, & Limitations

- Night Flying Exceptions
 - May issue an applicant who has not completed night training requirements, and does NOT wish to fly at night, a Private Pilot Certificate with limitation “NIGHT FLYING PROHIBITED.” for:
 - Private Pilot Weight Shift
 - Powered Parachute
 - Gyroplane
 - These categories also need not comply with the night training requirements

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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

46

You may issue an applicant who does NOT wish to fly at night a Private Pilot Certificate with the limitation “NIGHT FLYING PROHIBITED”, for:

- Private Pilot Weight shift
- Powered Parachute
- Gyroplane

These categories 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.

Types of Certificate Action

- No one may exercise privileges of a certificate, rating, endorsement, or authorization issued under 14 CFR Part 61, if it has been:
 - Surrendered
 - Suspended
 - Revoked
 - Expired
- This also pertains to Foreign Pilot Certificates

14 CFR, Part 61.13, 61.2

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

47

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

This rule also applies to Foreign Pilot Certificates issued to operate aircraft of foreign registry under Part 61.3(b), 61.75, or an authorization issued under Part 61.77.

Types of Certificate Action

- Airman under order of **suspension**
 - May not apply for any certificate, rating, or authorization during the period of suspension
- If airman certificate is **revoked**
 - Airman must wait for a period of 1 year after date of revocation before reapplying for any certificate, rating or authorization

14 CFR, Part 61.13, 61.2

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

48

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, that airman must wait for a period of 1 year after the date of revocation before applying for any certificate, rating, or authorization.

Types of Certificate Action

- Suspension or Revocation
 - Any conviction involving drugs is grounds for **suspension or revocation** of any certificate, rating, or authorization issued
 - Up to 1 year after date of “Final Conviction”

Part 61.15

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

49

A conviction for the violation of any Federal or State statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for suspension or revocation of any certificate, rating, or authorization issued under Part 61.

Types of Certificate Action

Continued

- Conviction involving drugs
 - Application for any certificate, rating, or authorization, must be denied if “Final Conviction” is less than 1 year ago
- Notice of Disapproval is NOT issued because applicant is not eligible for a certificate or rating

Part 61.15

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

50

For any conviction involving drugs, by regulation, the application must be denied if “final conviction” has been less than one year.

Additionally, in this case the applicant will be issued a Notice of Disapproval FAA Form 8060-5, this guidance is per FAA Order 8900.1 Volume 5 Chapter 1 Section 3.

Types of Certificate Action

- Motor Vehicle Action
 - Each pilot must provide a written report to the FAA, Civil Aviation Security Division, no later than **60 days** after motor vehicle action
 - Failure to do so is grounds for denial of airman applications up to 1 year and/or suspension or revocation of any certificate, rating, or authorization



Each individual pilot is personally responsible for providing a written report to the FAA, Civil Aviation Security Division, not later than 60 days after the motor vehicle action per Part 61.15.

Failure to do so is grounds for denial of airman applications for up to 1 year and/or suspension or revocation of any certificate, rating or authorization.

Medical Certificate Requirements

- Medical Certificate
 - New Medical Application Process
 - Class and duration
 - Requirements
 - Limitations

Part 61.23

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

53

Now let's discuss the Medical Certificate requirements.

Medical Certificate Class & Duration

When Exercising Privileges of	Medical Required	DURATION
Airline Transport Pilot (ATP)	1st Class Medical	6 months (Over 40) 12 Months (Under 40)
Commercial Pilot	2nd Class Medical	12 months
Private Pilot	3rd Class Medical	24 Months (Over 40) 60 Months (Under 40)
Recreational Pilot		
Student Pilot		
Flight Instructor acting as PIC		
Flight Instructor serving as required crew member		

14 CFR, Part 61.23

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

54

If the airman is over 40 years of age at the time of the medical exam:

- First Class Privileges – Valid for 6 calendar months
- Second Class Privileges – Valid for 12 calendar months
- Third Class Privileges – Valid for 24 calendar months

If the airman is under 40 years of age at the time of the medical exam:

- First Class Privileges – Valid for 12 calendar months
- Second Class Privileges – Valid for 12 calendar months
- Third Class Privileges – Valid for 60 calendar months

Medical Certificate Requirements

- **NO** one may exercise privileges of 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 operation or activity.

14 CFR, Part 61.2

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

55

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

Medical Certificate Requirements

- Medical Certificate NOT required for
 - Sport Pilot Certificate
 - Glider or Balloon category ratings
 - Flight Instructor NOT acting as a required crewmember
 - Flight Instructor Certificate with a Sport Pilot rating
 - Exercising privileges of a Ground Instructor Certificate
 - 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 FTD



A medical is not required for:

- Sport Pilot Certificate
- Glider or Balloon category ratings
- Flight Instructor not acting as a required crewmember
- Flight Instructor Certificate with a Sport Pilot rating
- Exercising the privileges of a Ground Instructor Certificate
- 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 FTD.

Medical Certificate Requirements

Continued

- **Medical Certificate NOT required**
 - For Military Pilots of U.S. Armed Forces showing evidence of up-to-date medical examination authorizing pilot flight status issued by U.S. Armed Forces:
 - Flight does NOT require higher than 3rd Class Medical; and
 - Is domestic flight operation within U.S. airspace

14 CFR, Part 61.23

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

57

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.

This applies only to operations conducted within U.S. Airspace that do not require higher than a Third Class Medical Certificate.

Medical Certificate Limitations

- Limitations due to physical conditions
 - May require a Statement of Demonstrated Ability
 - **Can only be issued by an FAA Inspector**
- DPEs do NOT have the authority to issue a Statement of Demonstrated Ability

14 CFR, Part 61.13

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

58

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.

Medical limitations can be removed from an airman certificate once the applicant demonstrates satisfactory proficiency in the area of operation appropriate to the airman certificate, rating, or authorization sought.

DPEs do NOT have the authority to issue a Statement of Demonstrated Ability, or remove medical limitations. This is an FAA function **only**, and may **not** be accomplished by a Designee.

Knowledge Test Requirements



Federal Aviation Administration
Airman Computer Test Report

EXAM TITLE: Private Pilot Airplane (PAR)

NAME: David John Jones

ID NUMBER: 123456789 TAKE: 1

DATE: 08/14/05 SCORE: 82 GRADE: Pass

Subject areas in which questions were answered incorrectly

A20 B01 B03 H01 H04 121 122 J03 J05 K52 M92

EXPIRATION DATE: 8/31/07

DO NOT LOSE THIS REPORT

Authorized Instructor's statement. (If Applicable)

I have given Mr./Ms. _____ additional instruction in each subject area shown to be deficient and consider the applicant competent to pass the test.

Last _____ Initial _____ Cert. No. _____ Type _____
(Print Clearly)

Signature _____

CTD's
Embossed
Seal

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

61

Let's discuss Knowledge Test requirements.

Knowledge Test Requirements

- After passing the knowledge test, the passing score is valid for 24 calendar months.
- EXCEPTION per (SFAR 100-2)
 - For U.S. Military Personnel
 - Civilians who worked in direct support of U.S. Armed Forces Operations

SFAR 100-2

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

62

After passing the Knowledge Test, the passing score is valid for 24 calendar months.

Special Federal Aviation Regulation (SFAR) 100-2, provides relief for U.S. Military personnel returning from overseas deployments. This also applies to civilians who worked in direct support of U.S. Armed Forces Operations. This rule allows expired Knowledge Tests and Flight Instructor Certificates to be used/renewed if they expired during their deployment.

Knowledge Test Requirements

Continued

- **EXCEPTION per (SFAR 100-2)**
 - The applicant must:
 - Make application no later than 6 calendar months after returning to the U.S.
 - Present official orders or documentation for verification at the time of Knowledge Test

14 CFR, Part 61

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

63

Per SFAR 100-2 the applicant must:

- Make application no later than 6 calendar months after returning to the U.S.
- Present official orders for verification, or have official documentation at the time of the Knowledge Test or Practical Test. This documentation becomes part of the certification file paperwork.

This applies to Knowledge Test reports for pilots & mechanics, as well as an expired Flight Instructor Certificates.

Knowledge Test Requirements

- Additional Knowledge Test is NOT required to add a category, class, or type rating on the Pilot Certificate
- EXCEPTION, **Knowledge Test is required** if:
 - Upgrading Certificate
 - Adding additional ATP category
 - When going from non powered to powered

14 CFR, Part 61.63

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

64

The holder of a category rating for powered aircraft is not required to take an additional Knowledge Test for the addition of a category, class, or type rating to their Pilot Certificate.

There are exceptions to this rule, which **require** a knowledge test such as:

- Upgrading a certificate
- Adding additional ATP category
- When going from a non-powered to powered aircraft

Knowledge Test Requirements

- Pilot examiners need not look for the endorsement required by 61.35 in the applicant's logbook if
 - Applicant has the required Knowledge Test results
- Logbook or Training Record deficiency endorsement requirement of Part 61.39
 - Endorsed Knowledge Test results not acceptable



Pilot examiners need not look for the endorsement required by Part 61.35 (authorization to take the Knowledge Test) in the applicant's logbook, if the applicant has the required Knowledge Test results.

The Advisory Circular, AC-61.65E, allows presentation of a certificate of graduation or a statement of accomplishment, and a required "logbook" endorsement, as the prerequisite for taking the Knowledge Test.

Endorsed Knowledge Test results are not acceptable for the logbook or training record deficiency endorsement required by Part 61.39.

Types of Endorsements

- Complex Airplane
- High-Performance Aircraft
- Pressurized Aircraft
- Tailwheel
- Glider



Now let's discuss the types of endorsements outlined in Part 61.31:

- Complex Airplane
- High-Performance Aircraft
- Pressurized Aircraft
- Tailwheel
- Glider

Endorsements & Recommendations



I certify that I have given Mr/Ms_____ the applicable ground training required by FAR 61.125(b)(1-15) and find him/her prepared for the commercial pilot - glider aeronautical test.

Instructor's Recommendation			
I have personally instructed the applicant and consider this person ready to take the test.			
Date	Instructor's Signature (Print name & Sign)	Certificate No.	Certificate Expires
Air Agency's Recommendation			
This applicant has successfully completed our _____ Course, and is recommended for certification, privilege or rating without further _____ test.			
Date	Agency Name and Number	Official's Signature	Title



FAR 61.39(a)(6)(ii)

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

67

An “endorsement” is a statement that an event has taken place and/or a privilege has been granted. They are placed in the applicant’s logbook or training record.

An endorsement stating that an applicant is prepared for the Practical Test is required to be placed in the logbook or training record.

The recommendation on the back of the airman application does not substitute for the required log book endorsement.

Endorsements

- Prerequisite for almost all check rides including type ratings.
 - EXCEPTION: ATP (ONLY) without an associated type rating
- Prerequisite for many privileges, like “High Performance” or “Self-Launch”, and
 - Actions, such as student solo & cross country
 - Solo flight in another class / category while in preparation for a check ride



An endorsement is essentially a statement stating that they meet the aeronautical knowledge, experience, or have met the training requirements.

Endorsement of training in a pilot's log book or other records is a prerequisite for almost all check rides including type ratings. The exception to this rule is, ATP **only** without an associated type rating.

Endorsements are the prerequisite for many privileges, like “High Performance” or “self-launch”, and actions such as student solo & cross country or solo flight in another class or category while in preparation for a check ride.

Endorsements & Recommendations

- Three endorsements are generally required by § 61.39 for initial practical tests.
 - Training within the preceding 2 calendar months following the month of recommendation
 - CFI statement that the Applicant is prepared for Practical Test
 - CFI statement that the Knowledge Test deficiency has been addressed - when appropriate



The endorsement requirement for training, having occurred within the preceding two calendar months, does not relieve an examiner of the responsibility of reviewing the applicant's logbook or training records to verify the requirement was met.

This is a required part of the certifying official's review of the pilot's logbook, which is documented in the designated examiner's report.

The endorsement that the applicant is prepared for the Practical Test must appear in the logbook or training records. The requirement is no longer met by the instructor's signature on the airman application. Both the endorsement in the logbook or training records, and the recommendation on the application is required.

Complex Airplane Endorsement

- Complex Airplane

- Flaps
- Controllable Pitch Propeller or FADEC
- Retractable Landing Gear



- Complex Seaplane

- Flaps
- Controllable Propeller or FADEC



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

71

“Complex Airplane” is defined in Part 61.1(b)(3), as an aircraft having Flaps, variable pitch propeller, and retractable landing gear. FADEC is also considered a complex airplane. To act as PIC, the pilot must have received and logged ground and flight training from an authorized instructor in a complex airplane, flight simulator, or FTD that is representative of a complex airplane, unless flight time was logged prior to August 4, 1997.

Complex Seaplane does not require amphibious floats.

Training and a one-time endorsement is required in order to act as PIC of a complex airplane. It is not required if flight time was logged prior to August 4, 1997.

Per AFS-810, the use of an aircraft with retractable wheel skis satisfies the requirement of retractable landing gear.

High-Performance Endorsement

- High-Performance Airplane
 - “An Engine” of More Than 200 HP
- Some Light-Twins may be complex, but **NOT** high performance
- Turbo-Jet Aircraft are high-performance but are **NOT** complex



“High Performance Airplane” is defined as an aircraft with “an engine of more than 200 horsepower.” A one-time endorsement is required to act as PIC in a high performance airplane.

A light-twin aircraft with two 180 HP engines does not qualify as a high-performance airplane. Thus, some light twins may be complex but not high-performance.

A person wishing to act as PIC of a high-performance airplane must receive the proper training. The airman must have received a logbook endorsement from an authorized instructor certifying they are proficient to operate a high-performance airplane.

Airmen who have logged time in high-performance airplanes prior to August 4, 1997 are not required to have a logbook endorsement.

Pressurized Aircraft Endorsement

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

73

To act as PIC of a pressurized aircraft with a service ceiling or maximum operating altitude (whichever is lower) of 25,000 feet Mean Sea Level, a person must have received and logged ground training from an Authorized Instructor.

They also must have received and logged training from an authorized instructor in a pressurized aircraft, or in a flight simulator or FTD that is representative of a pressurized aircraft, and obtained an endorsement in their logbook or training record from an authorized instructor.

This training and endorsement is not required if PIC time was logged prior to April 15th, 1991.

Tailwheel Airplane Endorsement

- To act as a designee or PIC, Airman must have:
 - Received & logged flight training in Tailwheel Airplane
 - Received logbook endorsement from authorized instructor; or
 - Logged PIC time in Tailwheel prior to April 15, 1991

14 CFR, Part 61.31

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

74

No person may act as a designee or PIC of a Tailwheel airplane unless they have received and logged flight training from an authorized instructor in a Tailwheel airplane; and received a logbook endorsement.

A Tailwheel endorsement is not required for airmen who logged PIC time in a Tailwheel airplane prior to April 15, 1991.

Glider Airplane Endorsement

- Glider certificates no longer need to be issued with limitations
 - “Ground-tow Only”
 - “Aero-tow Only”
 - “Self-launch Only”
- Airman’s Logbook will indicate launch method
 - Additional training and endorsement of proficiency in logbook or training record will indicate additional launch methods/privileges



Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

75

To act as a designee or PIC 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.

Similarly, if using Aero-Tow, that person must have received ground and flight training on aero-tow procedures and operations, and a logbook endorsement from an authorized instructor.

Holders of Glider ratings issued before August 4, 1997, are considered to be in compliance with the training and logbook endorsement as required by Part 61.

Glider certificates will no longer be issued with the limitations “ground-tow only”, “aero tow only”, or “self-launch only”. The airman’s logbook will indicate the launch method/privilege initially passed on the certification test. Additional training and endorsement of proficiency in the logbook or training records will add launch privileges.

SFARs

- “Type Specific Training” Required by Aircraft Type Certificate or SFAR
 - SFAR No. 73 - Robinson R-22/R-44 Special Training and Experience Requirements
 - SFAR No. 108 - Mitsubishi MU-2B Series Airplane Special Training, Experience, and Operating Requirements



Certain aircraft may require “type specific training.” This additional training may be required by the aircraft’s type certificate when the administrator has determined such training is necessary.

For Example:

- SFAR No. 73 - Robinson R-22/R-44 Special Training and Experience Requirements
- SFAR No. 108 - Mitsubishi MU-2B Series Airplane Special Training, Experience, and Operating Requirements

Practical Test Requirements

- Prerequisites
- General Procedures
- Required Aircraft & Equipment
- Additional Category Ratings
- Logbook Entries



Let's discuss Practical Test requirements, such as:

- Prerequisites
- General Procedures
- Required Aircraft & Equipment
- Additional Category Ratings
- Logbook Entries

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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

78

The Practical Test is a knowledge and performance test. It measures an applicant's ability to safely perform the tasks for a certificate or rating within the approved 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 a SIC during the Practical Test, you must issue the limitation, "Second-in-Command Required."

Prerequisites For Practical Test

- Eligibility requirements:
 - Pass knowledge test within 24-calendar month period, if knowledge test is required
 - Present knowledge test report at time of application
 - Have accomplished training & obtained experience
 - Hold at least a third class medical certificate, if medical certificate is required

14 CFR, Part 61.39

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

79

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 at least a third class medical certificate, if a medical certificate is required.

It is important to remember that a Letter of Discontinuance or Notice of Disapproval does NOT extend the FAA knowledge test, Flight Instructor endorsements, or credit given for a previous Letter of Discontinuance or Notice of Disapproval.

Prerequisites For Practical Test

Continued

- To be eligible for a Practical Test, an applicant must have endorsements (if required) certifying they:
 - Have received and logged training within 2 calendar months preceding the month of the test
 - Are prepared for the practical test
 - Have reviewed areas found deficient on the knowledge test
 - Have a completed and signed application form

14 CFR, Part 61.39

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

80

To be eligible for a Practical Test, an applicant must have endorsements (if required) certifying they:

- Have received and logged training within 2 calendar months preceding the month of the test
- Are prepared for the practical test
- Have reviewed areas found deficient on the knowledge test
- Have a completed and signed application form

Prerequisites For Practical Test

Continued

- If all increments of the practical test are not completed on the same date, then all the remaining increments of the test must be completed within **60 calendar days**.
- If any increments are **NOT** completed within **60 calendar days**, applicant must retake entire practical test.

14 CFR, Part 61.43(f)(1)

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

81

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 60 calendar days.

If all increments of the Practical Test for a certificate or rating are not completed within 60 calendar days, the applicant must retake the entire practical test.

Per AFS-810 policy letter, Part 61.43(f)(1) must be followed, and Part 61.39(e) must be disregarded at this time, due to conflicting guidance.

Exceptions To Prerequisites

- Applicant may take practical test with expired knowledge test report if he/she:
 - Is within the provisions of SFAR 100-2
 - Is employed as flight crew member by Part 121, 125, or 135 certificate holder
 - Has accomplished operator's approved PIC 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

82

An applicant for an ATP Certificate may take a Practical Test with an expired knowledge test report provided the applicant:

- Is within the provisions of SFAR 100-2
- Is employed as a flight crew member, by a certificate holder under Parts 121, 125, or 135 at the time of the Practical Test, and has satisfactorily accomplished that operator's approved PIC aircraft qualification training program and requirements appropriate to the certificate and rating sought
- 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 PIC aircraft qualification training program appropriate to the certificate and rating sought
- Holds a Foreign Pilot License issued in accordance with an ICAO country, and are applying for a type rating only or an additional rating to an ATP certificate

General Procedures

- All practical tests ***must*** be conducted in the English Language
- An Applicant **MUST**:
 - Read, Speak, Write, and Understand the English Language
 - If unable, due to a medical condition, refer the applicant to the local FSDO



All Practical Tests must be conducted in the English Language.

It is a requirement that all applicants are able to read, speak, write, and understand the English Language. The applicant is not eligible for any certificate or rating, if they do not meet this requirement.

The only exception to this requirement is for certain medical conditions. If the applicant is unable to meet this requirement, due to a medical limitation, such as hearing, appropriate operating limitations may be placed on the applicant's medical certificate as necessary, for the safe operation of the aircraft. However, this is a FSDO function **ONLY**. Examiners should refer any applicant that does not meet the English Language requirements, due to a medical condition, to the local FSDO.

General Procedures

- Combined Private Pilot Certification & Instrument Rating Course
 - Only **one** application is submitted by applicant
 - Must pass both Practical Tests, for Private Pilot Certification and Instrument Rating
 - If applicant fails either Practical Test, DPE issues **only one** Notice of Disapproval

Part 61.65(a)(1)

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

85

An Applicant that does not possess a Private Pilot Certificate, can complete the combined Private Pilot Certificate and Instrument Rating Course, to obtain their Private Pilot Certificate and Instrument Rating concurrently.

The Applicant presents **only** one FAA Form 8710-1 application, for **both** the Private Pilot Certificate and the Instrument Rating.

The applicant must successfully complete and pass both Practical Tests, for the Private Pilot Certificate and Instrument Rating, in order to be issued the certificate and rating.

If an applicant fails any task of either the Private Pilot Certificate or the Instrument Rating Practical Test, the DPE will provide the applicant with **only one** FAA Form 8060-5, Notice of Disapproval, for **both** the Private Pilot Certificate and the Instrument Rating.

This combined activity is not supported by the IACRA process at this time.

General Procedures

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

86

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 all Areas of Operation.

You are NOT the PIC 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.

General Procedures

- Practical Test in aircraft requiring a crew of two or more
 - Examiner may sit in jump seat, provided another pilot qualified to act as PIC occupies other crewmember station
 - Applicant is still PIC, unless prior agreement has been made

14 CFR Part 61.47

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

87

For a Practical Test in an aircraft requiring a crew of two or more, the examiner may sit in the jump seat, provided another pilot who is qualified to act as the PIC occupies the other pilot crewmember station.

The applicant is still PIC, unless a prior agreement has been made.

General Procedures

- Examiner or Applicant may stop the Practical Test If applicant fails **any** Areas of Operation
 - Examiner must issue a Notice of Disapproval, FAA Form 8060-5



The DPE or the applicant may stop the Practical Test, if the applicant fails any of the Areas of Operation. If a failure occurs the applicant will receive a Notice of Disapproval.

General Procedures

- Examiner or Applicant may discontinue the Practical Test if:
 - There is Inclement Weather
 - Aircraft does not meet Airworthiness Standards
 - There is Safety-of-Flight concerns (including illness)



The Practical Test may also be discontinued if:

- There is Inclement Weather
- Aircraft does not meet Airworthiness Standards
- There are Safety-of-Flight concerns (including illness)

If a test is discontinued for any of these reasons the test will result in the issuance of a Letter of Discontinuance.

General Procedures

- If the Practical Test is discontinued
 - Applicant is entitled credit for each task completed, for up to 60 days
 - If applicant fails to complete test within 60 days, they must retest on all the Areas of Operation
 - If applicant retests with another examiner during the 60 days, Examiner may wish to retest Areas of Operation previously passed

14 CFR, Part 61.43

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

90

If a Practical Test is discontinued, the applicant is entitled credit for each task successfully completed, for up to 60 days.

If the applicant fails to successfully complete the Practical Test within 60 days, they will no longer receive credit for tasks previously completed, and **must** retest on all Areas of Operation.

If the applicant attempts to retest with a different examiner, that examiner has the authority to retest any or all Areas of Operation that the applicant previously passed.

General Procedures

- Carriage of passengers
 - Examiner & other occupants are NOT subject to requirements & limitations for carrying passengers
 - Passengers may be carried during a Practical Test. Passengers who may be carried include:
 - 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
 - FAA Aviation Safety Inspectors

14 CFR, Part 61.47

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

91

The examiner and other occupants on board are not subject to the requirements and limitations for the carriage of passengers specified in Part 61.47.

Passengers may be carried during a Practical Test if they have a legitimate interest in the Practical Test, such as preparing for a similar Practical Test. Other passengers who may be carried include:

- 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
- FAA Aviation Safety Inspectors

General Procedures

- Retesting after failure
 - Applicant may reapply after receiving:
 - Necessary training from authorized instructor who determines applicant is proficient to pass test
 - Endorsement from authorized instructor who gave applicant additional training
 - Per FAR 61.49, retraining, as well as an Instructor's recommendation is required for all retests.

14 CFR, Part 61.49

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

92

An applicant for a Knowledge or Practical Test, may reapply for the test only after receiving the necessary training from an Authorized Instructor.

The applicant must receive an endorsement, from the Authorized Instructor who provided additional training, before they attempt the retest.

Per Part 61.49, retraining as well as an Instructor's recommendation, is required for **ALL** retests.

General Procedures

Continued

- Per CFR 61.49, all retests require additional training, a logbook endorsement, and an instructor's recommendation upon reapplication.
- Instructor's Recommendation is NOT required for Initial Practical Tests for an ATP Certificate or Type Ratings.

14 CFR, Part 61.49

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

93

Per Part 61.49, all retests require additional training, logbook endorsement, and an instructor's recommendation upon reapplication.

Instructor's recommendation is NOT required for Initial Practical Test for an ATP Certificate or Type Ratings.

General Procedures

Continued

- Retesting After Failure
 - 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

94

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 bring an aircraft to the retest of the appropriate aircraft category for the rating sought that is certificated for spins. They must also demonstrate proficiency on stall awareness, spin entry, spins, and spin recovery during the retest.

General Procedures

- Flight Crew Complement based on:
 - Aircraft Flight Manual (AFM)
 - Type Certificate Data Sheet (TCDS)
- If AFM or TCDS
 - Requires only one flight crew member
 - Applicant must demonstrate Single pilot proficiency
 - Allows applicant to perform Practical Test with Copilot
 - Applicant must receive limitation “Second in Command Required” on pilot certificate, and the limitation may be removed after pilot demonstrates single pilot proficiency in that aircraft

14 CFR, Part 61.43

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

96

The flight crew complement is 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 allows 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.

Required Aircraft & Equipment

- For practical test, applicant must 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

97

An applicant for a certificate or rating must furnish an aircraft of U.S. registry for each required test.

However, 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 may also be use for the Practical Test.

Required Aircraft & Equipment

- 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
 - Applicant has letter from his or her commanding officer authorizing use of aircraft for practical test

14 CFR, Part 61.45

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

98

For a Practical Test, the applicant may furnish a military aircraft of the same category, class, and type if appropriate for which the applicant is applying for a 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.

Note: Even though the applicant furnishes a military aircraft, it must not have any prescribed operating limitations that would prohibit its use in any Area of Operation required for the test.

Required Aircraft & 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

99

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.

Required Aircraft & Equipment

- Practical tests may be conducted in aircraft with a single set of controls if:
 - Power and Flight Controls must be easily reached and operable by both pilots
 - Examiner agrees
 - Test does NOT involve instrument skills
 - Proficiency of applicant can be observed

14 CFR, Part 61.45

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

100

A practical test may be conducted in an aircraft having a single set of controls provided the:

- Examiner agrees to conduct the practical test
- Test does not involve a demonstration of instrument skills
- Applicant's proficiency can be observed by the examiner in a position to observe the applicant

Required Aircraft & Equipment

- Applicant for a certificate or rating may use an aircraft with operating characteristics that preclude applicant from performing all tasks required for Practical Test
 - Limitations must be applied

***“Limited To Ercoupe Series
Without Rudder Pedals”***



61.45 (b)(1)(ii)

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

101

An applicant for a certificate or rating may use an aircraft with operating characteristics that preclude the applicant from performing all of the tasks required for the Practical Test. However, the applicant's certificate or rating, would be issued with an appropriate limitation.

For example:

If a check ride was given in an Ercoupe 415, the certificate would be issued to that specific make and model, “Limited To Ercoupe 415 Series Without Rudder Pedals.”

Required Aircraft & Equipment

- Single Seat
 - Applies only to Sport Pilot
 - Applicant must receive limitation
 - “NO PASSENGER CARRIAGE AND FLIGHT IN A SINGLE SEAT LIGHT SPORT AIRCRAFT ONLY”



Single seat practical tests can now only be done for sport pilot certification. The applicant will receive the limitation “NO PASSENGER CARRIAGE, AND FLIGHT IN A SINGLE SEAT LIGHT SPORT AIRCRAFT ONLY”.

Additional Rating Eligibility

- Applicant who provides an aircraft NOT capable of instrument maneuvers & procedures required on Practical Test, may apply for type rating in addition to aircraft **category** and/or **class** rating
 - **Rating will be limited to “VFR only”**

14 CFR, Part 61.63

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

103

An applicant who provides an aircraft NOT capable of instrument maneuvers & procedures required on a Practical Test, may apply for a type rating in addition to an aircraft category and/or class rating, but the type rating will be limited to “VFR only.”

Additional Rating Eligibility

- “VFR only” limitation may be removed from specific type of aircraft, after applicant:
 - Passes Practical Test in that type of aircraft in actual or simulated instrument conditions;
 - Passes Practical Test in that type of aircraft on appropriate instrument maneuvers and procedures in Part 61.157;
 - Becomes qualified under Part 61.73(d) for that type of aircraft

14 CFR, Part 61.63

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

104

The applicant may have the "VFR only" limitation removed from a specific type of aircraft , after the applicant:

- Passes a Practical Test in that type of aircraft in actual or simulated instrument conditions;
- Passes a Practical Test in that type of aircraft on the appropriate instrument maneuvers and procedures in Part 61.157; or
- Becomes qualified under Part 61.73(d) for that type of aircraft

Additional Rating Eligibility

- Instrument rating issued to applicant holding one or more type ratings
 - Amended Pilot Certificate must bear the "VFR ONLY" limitation for each aircraft type rating, for which applicant did not demonstrate instrument competency

14 CFR, Part 61.63

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

105

When an instrument rating is issued to a person who holds one or more type ratings, the amended Pilot Certificate must bear the "VFR ONLY" limitation for each aircraft type rating that the person did not demonstrate instrument competency.

Instrument Rating Requirements

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

106

An Instrument Rating applicant must:

- Read, speak, write, and understand the English language
- 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
- 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

Graduates of Approved Training Course

- Considered to have met experience & knowledge requirements if they present certificate within 60 days of graduation



14 CFR, Part 61.71

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

107

Graduates of approved training under Part 141 or Part 142 are considered to have met the applicable aeronautical experience and knowledge required by 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 the 60 day period.

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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

109

Examiners must ensure the applicant's logbook entries are correct. Training and aeronautical experience must meet the requirements for the certificate or rating sought.

Logbook Entries

Continued

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

110

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

Logbook Entries

Continued

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

111

Entries must include the type of pilot experience or training, such as:

- Solo, PIC, or SIC
- Flight and ground training received from an authorized instructor
- Training received in a flight simulator, FTD, or ATD from an authorized instructor

Logbook Entries

Continued

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

14 CFR , Part 61. 51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

112

Entries must include condition of flight, such as day or night, actual instrument or simulated instrument conditions in flight, flight simulator, FTD or ATD.

Logbook Entries

Continued

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

113

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 PIC of an airship requiring more than one crewmember and the pilot has a current solo flight endorsement as required by Part 61.87.

As per Part 61.129, up to 10 hours of solo time in either single or multiengine aircraft, or rotorcraft helicopter, can be logged while the applicant is performing duties as PIC with an authorized instructor on board.

Aeronautical Experience In Ultralight Vehicles

As of January 31, 2012

- May no longer 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

FAR 61.52

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

114

Per Part 61.52, as of January 31, 2012, a person may no longer use aeronautical experience obtained in an ultralight vehicle to meet the requirements for:

- Sport Pilot Certificate
- Flight Instructor Certificate with a Sport Pilot rating
- Private Pilot Certificate with a Weight-Shift-Control or Powered Parachute category rating
- Glider and unpowered Ultralight Vehicle Towing

Pilot Logbooks

- Pilot Logbooks
- Logging Flight Time
- Logging Instrument Time

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

115

Let's discuss Pilot logbook endorsements.

Pilot Logbooks

- Examiners are responsible for verifying that times recorded on the airman application - match times recorded in the pilot applicant's logbook.

Part 61.51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

116

Examiners are responsible for verifying that times recorded on the airman application, match the times recorded in the pilot applicant's logbook.

In a manner acceptable to the administrator, each person must document and record the following time:

- Training and aeronautical experience, used to meet the requirement for a certificate, rating, or flight review
- Recency requirements

Pilot Logbooks

- Safety Pilot
 - Either PIC or SIC
- Student Pilot Logging PIC:
 - Sole Occupant (unless multiengine)
 - Has Solo Flight Endorsement
 - Training or Experience for a Pilot Certificate or Aircraft Rating

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

117

Training time and aeronautical experience must be documented and recorded in a manner “acceptable to the administrator” rather than “shown by a reliable record.”

Verify that the times in the logbook match those times on the application; even if those times are not required for the certificate or rating. The 8710-1, once accepted as a true record by the examiner, can be used to reconstruct a lost log book. That time is official.

Student pilots may legally log PIC time if the requirements in Part 61.51(e)(4) are met. Student pilot must:

- Be the sole occupant of the aircraft
- Have a current solo endorsement
- Be undergoing training for a pilot certificate or rating

Logging Flight Time

- Aircraft Requirements
 - To log flight time, time must be acquired in aircraft identified as an 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 61.51(j)

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

118

For a person to log flight time, the time must be acquired in an aircraft identified as an aircraft under Part 61.5(b) and 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.

Logging Flight Time

Continued

- Time may be acquired for military or public aircraft, using the following aircraft:
 - Military aircraft under direct operational control of U.S. Armed Forces; or
 - Public aircraft under the direct operational control of a Federal, State, County, or Municipal Law Enforcement Agency
 - **ONLY** if flight time was acquired while engaged on an official law enforcement flight

14 CFR, Part 61.51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

119

To acquire and log flight time for military or public aircraft, you must use the following aircraft:

- Military aircraft under direct operational control of U.S. Armed Forces; or
- Public aircraft under the direct operational control of a Federal, State, county, or municipal law enforcement agency
 - **ONLY** If flight time was acquired while engaged on an official law enforcement flight for a Federal, State, County or Municipal law enforcement agency

Logging Flight Time

- Sport, Recreational, Private, Commercial, or ATP may log PIC flight time for flights when they:
 - Are sole manipulator of controls for which pilot is rated
 - Have sport pilot privileges for that category & class, if aircraft class rating is appropriate
 - Are sole occupant of aircraft
 - Act as PIC of aircraft that requires more than one pilot, except for sport or recreational pilot

14 CFR, Part 61.51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

120

A Sport, Recreational, Private, Commercial, or Airline Transport Pilot may log PIC flight time for flights when they are 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 PIC time when they are the sole occupant in the aircraft or when they act as PIC 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 Flight Time

Continued

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

121

A pilot may log PIC time when performing the duties of PIC while under the supervision of a qualified PIC, provided the pilot performing the duties of PIC holds a Commercial or ATP Certificate, and aircraft rating appropriate to the category and class of aircraft being flown, if a class rating is appropriate.

Logging Flight Time

Continued

- Pilot may log PIC time when they perform duties of PIC and are 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 & Post-flight procedures

14 CFR, Part 61.51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

122

A pilot may log PIC 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, emergency, and Post-flight procedures

Logging Flight Time

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

14 CFR, Part 61.51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

123

If rated to act as PIC of the aircraft, an ATP may log all flight time while acting as PIC of an operation requiring an ATP Certificate.

Logging Flight Time

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

124

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

Logging Flight Time

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

14 CFR, Part 61. 51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

125

Safety pilot time is logged as SIC. Once the PIC dons the hood, the other pilot becomes a required crewmember and must act as SIC.

SIC 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 Flight Time

- 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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

126

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, complex or high performance aircraft, or recommend the applicant for a practical test.

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

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

127

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

Continued

- 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 instrument instructor (CFII):
 - Is present to observe time
 - Signs person's logbook or training record to verify time & content of training session

14 CFR, Part 61.51

Initial/Recurrent DPE Part I
14 CFR Part 61



Federal Aviation
Administration

128

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.

Review

- In this lesson, we discussed the following topics:
 - Privileges and responsibilities associated with pilot certificates and ratings
 - Medical class requirements to exercise privileges
 - Knowledge test requirements
 - Types of endorsements and recommendations
 - Practical test requirements
 - Logbook documentation procedures



In this lesson, we discussed the following topics:

- Privileges and responsibilities associated with pilot certificates and ratings
- Medical class requirements to exercise privileges
- Knowledge Test requirements
- Types of endorsements and recommendations
- Practical test requirements
- Logbook documentation procedures