

Part 61 Check List

Student, Private, Commercial, Recreational and Sport Pilots Pilot, Added Ratings
Instrument Rating, and Flight Instructor Certificates Including Added Ratings

Student Pilot 61.83 – 61.89

§ 61.83 Eligibility requirements for student pilots.

To be eligible for a student pilot certificate, an applicant must:

- U.S. Citizen Verification or TSA Approval.
- Be at least **16 years** of age for other than the operation of a glider or balloon.
- Be able to read, speak, write, and understand the **English language**.

Title 49: Transportation

PART 1552 – Flight Schools

Subpart A – Flight Training for Aliens and Other Designated Individuals

§ 1552.3 Flight training.

U.S. citizens and nationals and Department of Defense endorsees . A flight school must determine whether an individual is a citizen or national of the United States, or a Department of Defense endorsee, prior to providing flight training to the individual.

1. *U.S. citizens and nationals*. To establish U.S. citizenship or nationality an individual must present to the flight school his or her:
 - a. Valid, unexpired United States passport;

Recordkeeping requirements. A flight school must—

1. Maintain the following information for a minimum of 5 years:
 - a. For each candidate:
 - i. A copy of the photograph required under paragraph (a)(3), (b)(1)(iii), (c)(3), or (d)(2)(viii) of this section; and
 - ii. A copy of the approval sent by TSA confirming the candidate's eligibility for flight training.

TSA Citizenship Verification: 1552.3(h)

I certify that _____ has presented to me a United States Passport establishing that he is a U.S. Citizen or national in accordance with 49 CFR 1552.3(h)

Signed _____ Date _____
CFI# _____ Expiration _____

§ 61.87 Solo requirements for student pilots.

General. A student pilot may not operate an aircraft in solo flight unless that student has met the requirements of this section. The term “solo flight” means that flight time during which a student pilot is the sole occupant of the aircraft.

Posses a minimum of a 3rd class **medical**.

Aeronautical knowledge. A student pilot must demonstrate satisfactory aeronautical knowledge on a knowledge test that meets the requirements:

- 1) The test must address the student pilot's knowledge of—
 - a) Applicable sections of parts 61 and 91;
 - b) Airspace rules and procedures for the airport where the solo flight will be performed;
 - c) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
- 2) The student's authorized instructor must—
 - a) Administer the test;
 - b) At the end of the test, review all incorrect answers with the student before authorizing a solo flight.

Pre-solo flight training. Prior to conducting a solo flight, a student pilot must have:

1. Received and logged flight training for the maneuvers and procedures of Part 61 that are appropriate to the make and model of aircraft to be flown;
2. Demonstrated satisfactory proficiency and safety, as judged by an authorized instructor, on the maneuvers and procedures required by Part 61 in the make and model of aircraft or similar **make and model** of aircraft to be flown. **(SAFE doesn't mean it has to be to PTS standards at the particular level of training)**

Maneuvers and procedures received and logged flight training for the following maneuvers and procedures:

Maneuvers and procedures Logbook requirements PART 61.87(d)(1–15) in order to do SOLO ENDORSEMENT

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems 61.87(d)(1)			
	Taxiing or surface operations, including runups 61.87(d)(2)			
	Takeoffs and landings, including normal and crosswind 61.87(d)(3)			
	Straight and level flight, and turns in both directions 61.87(d)(4)			
	Climbs and climbing turns 61.87(d)(5)			
	Airport traffic patterns, including entry and departure procedures 61.87(d)(6)			
	Collision avoidance, windshear avoidance, and wake turbulence avoidance 61.87(d)(7)			
	Descents, with and without turns, using high and low drag configurations 61.87(d)(8)			
	Flight at various airspeeds from cruise to slow flight 61.87(d)(9)			
	Stall entries from various flight attitudes & power combinations with recovery initiated at first indication of a stall, & recovery from a full stall 61.87(d)(10)			
	Emergency procedures and equipment malfunctions 61.87(d)(11)			
	Ground reference maneuvers 61.87(d)(12)			
	Approaches to a landing area with simulated engine 61.87(d)(13)			
	Slips to a landing 61.87(d)(14)			

§ 61.89(a) General limitations. **A student pilot may not act as pilot in command of an aircraft:**

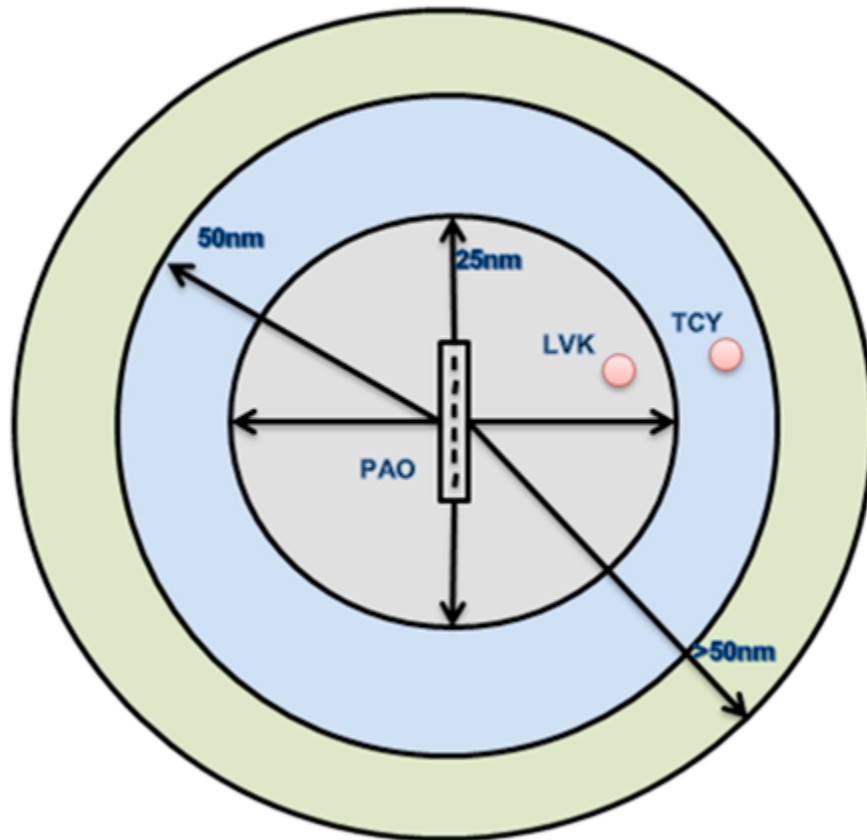
- 1) That is carrying a passenger;
- 2) That is carrying property for compensation or hire;
- 3) For compensation or hire;
- 4) In furtherance of a business;
- 5) On an international flight;
- 6) With a flight or surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;
- 7) When the flight cannot be made with visual reference to the surface;
- 8) In a manner contrary to any limitations placed in the pilot's logbook by an authorized instructor.
- 9) May not fly into Class B airspace or land at a Class B airport without specific **endorsement**.

 Limitations on flight instructors authorizing solo flight. No instructor may authorize a student pilot to perform a solo flight unless that instructor has—

- 1) Given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown;
- 2) Determined the student pilot is proficient in the maneuvers and procedures prescribed in this section;
- 3) Determined the student pilot is proficient in the make and model of aircraft to be flown;
- 4) Ensured that the student pilot's certificate has been endorsed by an instructor authorized to provide flight training for the specific make and model aircraft to be flown;
- 5) Endorsed the student pilot's logbook for the specific make and model aircraft to be flown, and that **endorsement** remains current for solo flight privileges, provided an authorized instructor updates the student's logbook **every 90 days thereafter**.

A student pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or regulations under which the flight is conducted, except when receiving flight training from an authorized instructor on board an airship, and no person other than a required flight crewmember is carried on the aircraft.

 Limitations on student pilots operating an aircraft in solo flight.



SOLO Endorsement Steps:

1. Solo Endorsement: **25nm only**

- a. Student can take off and land only at home airport
- b. Can fly within 25nm radius of home airport
- c. No Cross Country training is required at this point

2. Extended distance Endorsement: **up to 50nm**

- a. Must have completed Cross Country training 61.93 with some Gotchas.
 - i. Must include Short & Soft field take offs and landing training
 - ii. Must have received training on climbing using Vx and Vy
 - iii. Instrument flight training
- b. Can now fly up to 50nm distance to another airport and land
 - i. Requires training to and at the other airport in both directions
- c. Endorsement to specific airport can be repeated without renewal

3. Cross Country to another airport: **Exceeding 50nm**

- a. Must complete the Cross Country training required by 61.93:
- b. Necessary for any flight farther than 50nm
- c. Must have a new endorsement for every flight to be made
- d. CFI must review and certify that the students can make the flight under the known condition for each flight.

In order to perform solo flight a student pilot must have received

- 1) An **endorsement** from an authorized instructor on his or her **student pilot certificate** for the specific make and model aircraft to be flown; **61.87(n)(1)**

Back of Student Pilots Certificate in the "To Solo" Section.

Date	Make and Model Aircraft	Instructor Signature	Instructor Cert.	
			No.	Exp. Date
2/26/2010	Cessna C172S	Joe Pilot	123456789 CFI	5/31/2012

OPTIONAL ENDORSEMENT (not FAA required)

- 2) An **endorsement** in the student's **logbook** for the specific make and model aircraft to be flown and the location of the specific airport the student is authorized at by an authorized instructor, who administered and graded the **knowledge written test**.

Presolo aeronautical knowledge: 61.87(b)

_____ has satisfactorily completed a pre-solo written examination demonstrating knowledge of the operations of Parts 61 and 91 applicable to student pilot, the airspace rules and procedures for _____ airport, and the flight characteristics and operational limitations for a _____ (Make/Model)

Signed _____ Date _____
CFI# _____ Expiration _____

- 3) An **endorsement** in the student's **logbook** for the specific make and model aircraft to be flown by an authorized instructor who gave the **flight training** in maneuvers and procedures required by part 61.

Presolo flight training: 61.87(c)

I have given _____ the flight training required by 61.87(c) in a _____ (Make/Model). He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in 61.87(d) (1 through 15), and is proficient to make safe solo flights in a _____ (Make/Model)

Limitations – 61.89(a) (8): _____

Signed _____ Date _____
CFI# _____ Expiration _____

- 4) An **endorsement** in the student's **logbook** for the specific make and model aircraft to be flown by an authorized instructor, who gave the training required to permit student **solo flight**.

Use this Endorsement after the above Endorsement expires (90 days) for each additional 90 days.

Solo (each additional 90-day period): 61.87(p)(v)

I have given _____ the training required by 61.87(n). He/She has met the requirements of 61.87(p) and is proficient to make safe solo flights in a _____ (Make/Model)

Limitations – 61.89(a) (8): _____

Signed _____ Date _____
CFI# _____ Expiration _____

Limitations on student pilots operating an aircraft in solo flight at night. In order to perform solo flight a student pilot must have received:

- 1) Flight training at night on night flying procedures that includes takeoffs, approaches, landings, and go-arounds at night at the airport where the solo flight will be conducted;
- 2) Navigation training at night in the vicinity of the airport where the solo flight will be conducted; and
- 3) An **endorsement** in the student's logbook for the specific make and model aircraft to be flown for night solo flight by an authorized instructor who gave the training within the 90-day period preceding the date of the flight.

Solo flight training at night: 61.87(c) and (o)

I have given _____ the flight training required by 61.87(c) and (o) in a _____ (Make/Model) He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in 61.87(d) (1 through 15), and 61.87(o), and is proficient to make safe solo flights at night in a _____ (Make/Model) Limitations – 61.89(a) (8): _____.

Signed _____ Date _____

CFI# _____ Expiration _____

Authorization to perform certain solo flights and cross-country flights. A student pilot must obtain an **endorsement** from an authorized instructor to make solo flights from the airport where the student pilot normally receives training to another location. A student pilot who receives this **endorsement** must comply with the requirements of this paragraph.

- 1) Solo flights may be made to **another airport** that is **within 25 nautical miles** from the airport where the student pilot normally receives training, provided—
 - a) An authorized instructor has given the student pilot flight training at the other airport, and that training includes flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other airport;
 - b) The authorized instructor who gave the training endorses the student pilot's logbook authorizing the flight;
 - c) student pilot has a solo flight **endorsement** in accordance with §61.87 of this part;
 - d) The authorized instructor has determined that the student pilot is proficient to make the flight; and
 - e) The purpose of the flight is to practice takeoffs and landings at that other airport.

Solo landings and takeoffs at another airport within 25nm: 61.93(b)(1)

I have given the flight training required by 61.93(b)(1) to _____ and find him/her proficient to practice landings and takeoffs at _____ airport. Landings and takeoffs _____ airport are authorized subject to the following conditions: _____

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: Up to this point no Cross Country Training has to have been accomplished.

In order to perform solo Cross Country flights

§ 61.93 Solo cross-country flight requirements.

General.

1. Except as provided in paragraph (b) of this section, a student pilot must meet the requirements of this section before—
 - a. Conducting a solo cross-country flight, or any flight greater than **25 nautical miles** from the airport from where the flight originated.
 - b. Making a solo flight and landing at **any location other than the airport of origination**.
2. Except as provided in paragraph (b) of this section, a student pilot who seeks solo cross-country flight privileges must:
 - a. Have received flight training from an instructor authorized to provide flight training on the maneuvers and procedures of this section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
 - b. Have demonstrated **cross-country proficiency** on the appropriate maneuvers and procedures of this section to an authorized instructor;
 - c. Have satisfactorily accomplished the pre-solo flight maneuvers and procedures required by §61.87 of this part in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
 - d. Comply with any limitations included in the authorized instructor's **endorsement** that are required by paragraph (c) of this section.
3. A student pilot who seeks solo cross-country flight privileges must have received ground and flight training from an authorized instructor on the cross-country maneuvers and procedures listed in this section that are appropriate to the aircraft to be flown.

Limitations on authorized instructors to permit solo cross-country flights. An authorized instructor may not permit a student pilot to conduct a solo cross-country flight unless that instructor has:

- 1) Determined that the student's cross-country planning is correct for the flight;
- 2) Reviewed the current and forecast weather conditions and has determined that the flight can be completed under VFR;
- 3) Determined that the student is proficient to conduct the flight safely;
- 4) Determined that the student has the appropriate solo cross-country **endorsement** for the make and model of aircraft to be flown; and
- 5) Determined that the student's solo flight **endorsement** is current for the make and model aircraft to be flown.

Maneuvers and procedures for cross-country flight training in a single-engine airplane. A student pilot who is receiving training for cross-country flight in a single-engine airplane must receive and log flight training in the following maneuvers and procedures:

Maneuvers and procedures (Logbook requirements PART 61.93(e)(1–12)) in order to give the ENDORSEMENT to certify the cross country training has been done satisfactorily..

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass 61.93(e)(1)					
	Use of aircraft performance charts pertaining to cross-country flight 61.93(e)(2)					
	Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight 61.93(e)(3)					
	Emergency procedures 61.93(e)(4)					
	Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach 61.93(e)(5)					
	Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance 61.93(e)(6)					
	Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown 61.93(e)(7)					
	Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications 61.93(e)(8)					
	Use of radios for VFR navigation and two-way communications 61.93(e)(9)					
	Takeoff, approach, and landing procedures, including short-field, soft-field, and crosswind takeoffs, approaches, and landings 61.93(d)(10)					
	Climbs at best angle and best rate 61.93(e)(11)					
	Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives 61.93(e)(12)					

Student Pilot Certificate Endorsement

Endorsements for solo cross-country flights. Except as specified in paragraph (b)(2) of this section, a student pilot must have the **endorsements** prescribed in this paragraph for each cross-country flight:

- 1) **Student pilot certificate endorsement.** A student pilot must have a solo cross-country **endorsement** from the authorized instructor who conducted the training, and that **endorsement** must be placed on that person's **student pilot certificate** for the specific category of aircraft to be flown.

Back of Student Pilots Certificate in the "To Make Solo Cross-Country Flights" Section

Date	Make and Model Aircraft	Instructor Signature	Instructor Cert.	
			No.	Exp. Date
5/26/2010	Aircraft Category	Joe Pilot	123456789 CFI	5/26/2012
	Airplane			
	Glider			
	Rotorcraft			

Logbook Endorsements

Initial solo cross-country flight: 61.93(c)(2)

I have given _____ the training required by 61.93(3). He/She has met the requirements of 61.93(e) (1 through 12) as appropriate and is proficient to make safe solo cross-country flights in a _____.(Make/Model)

Signed _____ Date _____

CFI# _____ Expiration _____

- 2) **Repeated** specific solo cross-country flights may be made to another airport that is **within 50 nautical miles** of the airport from which the flight originated, provided—
 - a) The authorized instructor has given the student flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs, and landings at the airports to be used;
 - b) The authorized instructor who gave the training has **endorsed** the student's **logbook** certifying that the student is proficient to make such flights;
 - c) The student has a solo flight **endorsement** in accordance with §61.87 of part 61;
 - d) The student has a solo cross country flight **endorsement** in accordance with paragraph (c) of this section; however, for repeated solo cross country flights to another airport within 50 nautical miles from which the flight originated, separate **endorsements** are not required to be made for each flight.

Repeated Solo Cross Country flights not more than 50 nm from the point of departure: 61.93(b)(2)

I have given _____ flight training in both directions over the route between _____ airport and _____ airport, including entering and exiting the traffic pattern, takeoffs, and landings at the airports to be used, and find him/her proficient to conduct repeated solo cross-country flights over that route, subject to the following conditions: _____

Signed _____ Date _____

CFI# _____ Expiration _____

2) *Logbook endorsement.*

- a) A student pilot must have a solo cross-country **endorsement** from an authorized instructor that is placed in the student pilot's logbook for the specific make and model of aircraft to be flown.
- b) For each cross-country flight, the authorized instructor who reviews the cross-country planning must make an **endorsement** in the person's logbook after reviewing that person's cross-country planning, as specified in paragraph (d) of this section. The **endorsement** must—
 - i) Specify the make and model of aircraft to be flown;
 - ii) State that the student's preflight planning and preparation is correct and that the student is prepared to make the flight safely under the known conditions; and
 - iii) State that any limitations required by the student's authorized instructor are met.

Each solo cross-country flight: 61.93(c)(2)(ii)

After reviewing the cross-country planning of _____, I attest that the preflight planning and preparation is correct, and that he/she is prepared to make the solo flight safely under the known circumstances from _____ to _____ to _____ to _____ via _____ (Route) with landings at _____ and _____ and _____ in a _____.(Make/Model) Limitations – 61.89(a)(8): _____

Signed _____ Date _____

CFI# _____ Expiration _____

§ 61.95 Operations in Class B airspace and at airports located within Class B airspace.

- 1) A student pilot may not operate an aircraft on a solo flight in Class B airspace unless:
 - a) The student pilot has received both ground and flight training from an authorized instructor on that Class B airspace area, and the flight training was received in the specific Class B airspace area for which solo flight is authorized;
 - b) The logbook of that student pilot has been endorsed by the authorized instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight in that Class B airspace area; and
 - c) The **logbook endorsement** specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight in that specific Class B airspace area.

Solo flight in Class B airspace: 61.95(a)

I have given _____ the ground and flight training required by 61.95(a), and find him/her proficient to conduct solo flight in the San Francisco (SFO) Class B airspace.

Signed _____ Date _____
CFI# _____ Expiration _____

- 2) A student pilot may not operate an aircraft on a solo flight to, from, or at an airport located within Class B airspace pursuant to §91.131(b) of this chapter unless:
 - a) The student pilot has received both ground and flight training from an instructor authorized to provide training to operate at that airport, and the flight and ground training has been received at the specific airport for which the solo flight is authorized;
 - b) The logbook of that student pilot has been endorsed by an authorized instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight at that airport; and
 - c) The **logbook endorsement** specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight operations at that specific airport.

Solo flight to, from, or at an airport located within Class B airspace: 61.95(b) and 81.131(b)(iv)

I have given _____ the ground and flight training required by 61.95(b), and find him/her proficient to conduct solo flight operations at _____ Airport.

Signed _____ Date _____
CFI# _____ Expiration _____

Private Pilot Certification 61.103 – 61.117

§ 61.103 Eligibility requirements: General.

To be eligible for a private pilot certificate, a person must:

- Be at least 17 years of age for a rating in other than a glider or balloon.
- Be able to read, speak, write, and understand the English language.
- Hold a U.S. student pilot certificate, sport pilot certificate, or recreational pilot certificate.

§ 61.105 Aeronautical knowledge. (May be waived with an Endorsement if student did home study)

- General.* A person who is applying for a private pilot certificate must receive and log ground training from an authorized instructor **or** complete a home-study course on the aeronautical knowledge areas of **61.105(b) (1 through 13)** that apply to the aircraft category and class rating sought.
- Aeronautical knowledge areas.*

Private Pilot Aeronautical Knowledge Logbook requirements PART 61.105(b)(1 – 13)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations 61.105(b)(1)				
	Accident reporting requirements of the National Transportation Safety Board 61.105(b)(2)				
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.105(b)(3)				
	Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems 61.105(b)(4)				
	Radio communication procedures 61.105(b)(5)				
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.105(b)(6)				
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.105(b)(7)				
	Effects of density altitude on takeoff and climb performance 61.105(b)(8)				
	Weight and balance computations 61.105(b)(9)				
	Principles of aerodynamics, powerplants, and aircraft systems 61.105(b)(10)				
	Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings 61.105(b)(11)				
	Aeronautical decision making and judgment 61.105(b)(12)				
	Preflight action that includes 61.105(b)(13) 1) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.105(b)(13)(i) 2) How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.105(b)(13)(ii)				

§ 61.107 Flight proficiency. (Both Flight and Ground Training Required)

General. A person who applies for a private pilot certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

Areas of operation. (1) For an **airplane category** rating with a **single-engine** class rating:

Private Pilot Flight Proficiency Logbook requirements PART 61.107 (a)(b)(1)(i through xii)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Preflight preparation 61.107(b)(1)(i)			
	Preflight procedures 61.107(b)(1)(ii)			
	Airport and seaplane base operations 61.107(b)(1)(iii)			
	Takeoffs, landings, and go-arounds 61.107(b)(1)(iv)			
	Performance maneuvers 61.107(b)(1)(v)			
	Ground reference maneuvers 61.107(b)(1)(vi)			
	Navigation 61.107(b)(1)(vii)			
	Slow flight and stalls 61.107(b)(1)(viii)			
	Basic instrument maneuvers 61.107(b)(1)(ix)			
	Emergency operations 61.107(b)(1)(x)			
	Night operations, except as provided in §61.110 of this part 61.107(b)(1)(xi)			
	Postflight procedures 61.107(b)(1)(xii)			

§ 61.109(a) Aeronautical experience.

For an **airplane single-engine rating**. Except as provided in paragraph (k) of this section, a person who applies for a private pilot certificate with an airplane category and **single-engine** class rating must log at least **40 hours** of flight time that includes at least **20 hours** of flight training from an authorized instructor and **10 hours** of solo flight training in the areas of operation listed in §61.107(b)(1) of this part, and the training must include at least—

- 1) **3 hours** of cross-country flight training in a single-engine airplane;
- 2) Except as provided in **§61.110** of this part, **3 hours** of night flight training in a single-engine airplane that includes—
 - a) **One cross-country** flight of over 100 nautical miles total distance; and
 - b) **10 takeoffs** and **10 landings** to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
- 3) **3 hours** of flight training in a single-engine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;
- 4) **3 hours** of flight training with an authorized instructor in a single-engine airplane in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test; **61.39(6)(i)**
- 5) **10 hours** of solo flight time in a single-engine airplane, consisting of at least—
 - a) **5 hours** of solo cross-country time;
 - b) **One solo cross country** flight of 150 nautical miles total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 nautical miles between the takeoff and landing locations; and
 - c) **Three takeoffs** and **three landings** to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

Private Aeronautical Experience Checklist

Requirements	Presently Has	Still Needs
<input type="checkbox"/> At least 40 hours of flight time		
<input type="checkbox"/> At least 20 hours of flight with an authorized instructor, including:		
<input type="checkbox"/> 3 hours of flight training solely by reference to instruments		
<input type="checkbox"/> 3 hours of cross-country		
<input type="checkbox"/> 3 hours of night flight, including:		
<input type="checkbox"/> One cross-country flight of over 100nm total distance		
<input type="checkbox"/> 10 takeoffs and 10 landings to a full stop		
<input type="checkbox"/> 10 hours solo, including:		
<input type="checkbox"/> 5 hours of solo cross-country		
<input type="checkbox"/> One solo cross-country flight of at least 150nm total distance with full stop landings at a minimum of 3 points, and 1 segment of the flight consisting of straight-line distance of at least 50nm between the takeoff and landing locations.		
<input type="checkbox"/> 3 takeoffs and 3 landings to a full stop at an airport with an operating control tower.		
<input type="checkbox"/> 3 hours of flight training in preparation for the practical test within 60 days preceding the date of the test		

In order to take Private Pilot practical test

- Receive a logbook endorsement from an authorized instructor who:
- Conducted the training or reviewed the person's home study on the **aeronautical knowledge** areas listed in **§61.105(b)** of this part that apply to the aircraft rating sought; and
- Certified that the person is prepared for the required knowledge test **§61.35(a)(1)** and provide **logbook endorsement**.
- Hold at least a current 3rd class medical and student pilot certificate.

Private Pilot Aeronautical Knowledge Test: 61.35(a)(1) and 61.105(b)

I certify that I have given _____ the ground training required by 61.105(b), and that he/she is prepared for the Private Pilot aeronautical knowledge test.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: If the student has completed a home study aeronautical study course rather than instructor trained, use this endorsement.

Private Pilot Home Study Aeronautical Knowledge: 61.35(a)(1) 61.105(a)(b)

I certify that I have reviewed _____'s home study course of the applicable areas required by 61.105(b) and find him/her prepared for the private pilot aeronautical knowledge test.

Signed _____ Date _____
CFI# _____ Expiration _____

- Pass the required knowledge test on the **aeronautical knowledge** areas listed in **§61.105(b)** of this part.

NOTE: In the advent that there are questions answered incorrectly on the knowledge test the following Endorsement is required.

Private Pilot aeronautical knowledge test deficiency review: 61.39(6)(iii)

I certify that I have reviewed the knowledge test results with _____ per 61.39(6)(iii), and resolved any deficient areas.

Signed _____ Date _____
CFI# _____ Expiration _____

Receive flight training and a **logbook endorsement** from an authorized instructor who conducted the training in the **areas of operation** listed in **§61.107(b)** of this part that apply to the aircraft rating sought; and certified that the person is prepared for the required practical test.

Private Pilot flight proficiency: 61.107(b)

I certify that I have given _____ the ground and flight training required by 61.107(b) (1) (i through xii), and find him/her proficient to perform each area of operation safely as a private pilot, and that he is prepared for the required practical test.

Signed _____ Date _____
CFI# _____ Expiration _____

Meet the aeronautical experience requirements of this part that apply to the aircraft rating sought before applying for the practical test.

Private Pilot aeronautical experience: 61.109(a) and 61.39(a)(6)(i)

I certify that _____ has received 3 hours of flight training in the preparation for the practical test in a Cessna C-172S single-engine airplane within the preceding two calendar months and I have determined that he/she is prepared for the Private Pilot practical test.

Signed _____ Date _____
CFI# _____ Expiration _____

Pass a **practical test** on the areas of operation listed in **§61.107(b)** of this part that apply to the aircraft rating sought.

NOTE: In the advent of a possible failure of the practical test, the following Endorsement is required.

Additional Private Pilot post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that _____ has received the additional flight and ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Private Pilot practical test.

Signed _____ Date _____
CFI# _____ Expiration _____

Comply with the appropriate sections of this part that apply to the aircraft category and class rating sought.

§ 61.110 Night flying exceptions.

Subject to the limitations of paragraph (b) of this section, a person is not required to comply with the night flight training requirements of this subpart if the person receives flight training in and resides in the State of Alaska.

A person who receives flight training in and resides in the State of Alaska but does not meet the night flight training requirements of this section:

- 1) May be issued a pilot certificate with a limitation "Night flying prohibited"; and
- 2) Must comply with the appropriate night flight training requirements of this subpart within the 12-calendar-month period after the issuance of the pilot certificate. At the end of that period, the certificate will become invalid for use until the person complies with the appropriate night training requirements of this subpart. The person may have the "Night flying prohibited" limitation removed if the person—
 - a) Accomplishes the appropriate night flight training requirements of this subpart; and
 - b) Presents to an examiner a logbook or training record **endorsement** from an authorized instructor that verifies accomplishment of the appropriate night flight training requirements of this subpart.

A person who does not meet the night flying requirements in §61.109(d)(2), (i)(2), or (j)(2) may be issued a private pilot certificate with the limitation "Night flying prohibited." This limitation may be removed by an examiner if the holder complies with the requirements of §61.109(d)(2), (i)(2), or (j)(2), as appropriate.

§ 61.113 Private pilot privileges and limitations: Pilot in command.

Except as provided in paragraphs (b) through (g) of this section, no person who holds a private pilot certificate may act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft.

Private pilot may, for compensation or hire, act as PIC of an aircraft in connection with any business or employment if:

- (1) The flight is only incidental to that business or employment; and
- (2) The aircraft does not carry passengers or property for compensation or hire.

A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.

A private pilot may act as pilot in command of a charitable, nonprofit, or community event flight described in §91.146, if the sponsor and pilot comply with the requirements of §91.146.

A private pilot may be reimbursed for aircraft operating expenses that are directly related to search and location operations.

- 1) A local, State, or Federal agency; or
- 2) An organization that conducts search and location operations.

A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

A private pilot who meets the requirements of §61.69 may act as a pilot in command of an aircraft towing a glider or unpowered ultra-light vehicle.

Private Pilot Certification – ADDITIONAL RATING - AMEL 61.63

§ 61.63 Additional aircraft ratings (other than for ratings at the airline transport pilot certification level)

To be eligible for an additional aircraft rating i.e adding an multi engine land rating to an existing Private pilot certificate, a person must:

- Have a logbook or training record endorsement from an authorized instructor attesting that the person was found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation
- Pass the practical test
- NEED NOT** meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft rating sought
- NEED NOT** take an additional knowledge test.

LOGBOOK ENTRIES TO DEMONSTRATE YOU HAVE GIVEN THE REQUIRED INSTRUCTION

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to Private pilot privileges, limitations, and flight operations 61.105(b)(1)					
	Accident reporting requirements of the NTSB 61.105(b)(2)					
	Use of the applicable portions of the AIM and FAA advisory circulars 61.105(b)(3)					
	Use of aeronautical charts for VFR navigation using pilotage, dead reckoning and navigation systems 61.105(b)(4)					
	Radio communication procedures 61.105(b)(5)					
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.105(b)(6)					
	Safe and efficient operation of aircraft, including collision avoidance and recognition and avoidance of wake turbulence 61.105(b)(7)					
	Effects of density altitude on takeoff and climb performance 61.105(b)(8)					
	Weight and balance computations 61.105(b)(9)					
	Principles of aerodynamics, powerplants and aircraft systems 61.105(b)(10)					
	Stall awareness, spin entry, spins, and spin recovery techniques 61.105(b)(11)					
	Aeronautical decision making and judgment 61.105(b)(12)					
	Preflight action: How to obtain information on runway lengths at airport of intended use, data on takeoff and landing distances, weather reports and forecasts and fuel requirements and: How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.105(b)(13)					

Private Pilot Flight Proficiency Logbook requirements PART 61.107 (a)(b)(1)(i through xiii)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Preflight preparation 61.107 (a)(b)(2)(i)					
	Preflight procedures 61.107 (a)(b)(2)(ii)					
	Airport and seaplane base operations 61.107 (a)(b)(2)(iii)					
	Takeoffs, landings, and go-arounds 61.107 (a)(b)(2)(iv)					
	Performance maneuvers 61.107 (a)(b)(2)(v)					
	Ground reference maneuvers 61.107 (a)(b)(2)(vi)					
	Navigation 61.107 (a)(b)(2)(vii)					
	Slow flight and stalls 61.107 (a)(b)(2)(viii)					
	Basic instrument maneuvers 61.107 (a)(b)(2)(ix)					
	Emergency operations 61.107 (a)(b)(2)(x)					
	Multiengine operations 61.107 (a)(b)(2)(xi)					
	Night operations 61.107 (a)(b)(2)(Xii)					
	Postflight procedures 61.107 (a)(b)(2)(xiii)					

NO 61.109 AERONAUTICAL EXPERIENCE REQUIREMENTS NEED TO BE MET - INSTRUCT TO PROFICIENCY IN THE AERONAUTICAL AND FLIGHT PROFICIENCY AREAS IN 61.105 AND 61.107. COMPLETION STANDARDS ARE TO THE PRIVATE PILOT AMEL PRACTICAL TEST STANDARDS

In order to take Private Pilot additional rating practical test

Receive a logbook endorsement from an authorized instructor who:

- Conducted the training
- Certified that the person is prepared for the practical test by providing a **logbook endorsement**.
- Hold at least a current 3rd class medical.

NOTE: Following 2 endorsements are options that may be required based on the aircraft to be used.

- Receive a logbook **endorsement** for complex airplane operation from an authorized instructor.

PIC – Complex airplane: 61.31(e)

I certify that I have given ground and flight training in a complex airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a complex airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** for high performance airplane operation from an authorized instructor.

PIC – High performance airplane: 61.31(f)

I certify that I have given ground and flight training in a high performance airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a high performance airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** that the student is ready for the practical test from an authorized instructor.

Addition of a Multi Engine Land class rating on an existing Private Pilot Certificate: 61.63 (c)(1)

I certify that I have given _____ the ground and flight instruction required by Far 61.63 (c)(1), and that he/she is prepared to pass a practical test for the addition of a Multi Engine Land class rating on their existing Private pilot certificate.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: This endorsement may be required to allow the pilot to be PIC of a multi engine airplane on a practical test

Presolo flight training: 61.87(c)

I have given _____ the flight training required by 61.87(c) in a _____ (Make/Model).
He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in 61.87(e) (1 through 14), and is proficient to make safe solo flights in a _____ (Make/Model)

Limitations – 61.89(a) (8): _____

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: In the advent of a failure of the practical test, the following Endorsement is required.

Additional Private Pilot post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Private Pilot airplane multi engine land practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

Commercial Pilot Certification – INITIAL ASEL 61.123 – 61.133

§ 61.123 Eligibility requirements: General.

To be eligible for a commercial pilot certificate, a person must:

- Be at least 18 years of age;
- Be able to read, speak, write, and understand the English language.

§ 61.125 Aeronautical knowledge. (May be waived with an Endorsement if student did home study)

General. A person who applies for a commercial pilot certificate must receive and log ground training from an authorized instructor, or complete a home-study course, on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

Aeronautical knowledge areas.

Commercial Pilot Aeronautical Knowledge Logbook requirements PART 61.125(b)(1 – 15)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations 61.125(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.125(b)(2)					
	Basic aerodynamics and the principles of flight 61.125(b)(3)					
	Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts 61.125(b)(4)					
	Safe and efficient operation of aircraft 61.125(b)(5)					
	Weight and balance computations 61.125(b)(6)					
	Use of performance charts 61.125(b)(7)					
	Significance and effects of exceeding aircraft performance limitations 61.125(b)(8)					
	Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning 61.125(b)(9)					
	Use of air navigation facilities 61.125(b)(10)					
	Aeronautical decision making and judgment 61.125(b)(11)					
	Principles and functions of aircraft systems 61.125(b)(12)					
	Maneuvers, procedures, and emergency operations appropriate to the aircraft 61.125(b)(13)					
	Night and high-altitude operations 61.125(b)(14)					
	Procedures for operating within the National Airspace System 61.125(b)(15)					

§ 61.127 Flight proficiency. (Both Flight and Ground Training Required)

General. A person who applies for a commercial pilot certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

Areas of operation.

- 1) For an airplane category rating with a single-engine class rating:

Commercial Pilot Flight Proficiency Logbook requirements PART 61.127 (a)(b)(1)(i through xi)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED	
	Preflight preparation 61.127 (a)(b)(1)(i)				
	Preflight procedures 61.127 (a)(b)(1)(ii)				
	Airport and seaplane base operations 61.127 (a)(b)(1)(iii)				
	Takeoffs, landings, and go-arounds 61.127 (a)(b)(1)(iv)				
	Performance maneuvers 61.127 (a)(b)(1)(v)				
	Ground reference maneuvers 61.127 (a)(b)(1)(vi)				
	Navigation 61.127 (a)(b)(1)(vii)				
	Slow flight and stalls 61.127 (a)(b)(1)(viii)				
	Emergency operations 61.127 (a)(b)(1)(ix)				
	High-altitude operations 61.127 (a)(b)(1)(x)				
	Postflight procedures 61.127 (a)(b)(1)(xi)				

§ 61.129 Aeronautical experience.

For an airplane single-engine rating. Except as provided in paragraph (i) of this section, a person who applies for a commercial pilot certificate with an airplane category and single-engine class rating must log at least **250 hours** of flight time as a pilot that consists of at least:

- 1) **100 hours** in powered aircraft, of which **50 hours** must be in airplanes.
- 2) **100 hours** of pilot-in-command flight time, which includes at least—
 - a) **50 hours** in airplanes; and
 - b) **50 hours** in cross-country flight of which at least **10 hours** must be in airplanes.
- 3) **20 hours** of training on the areas of operation listed in **§61.127(b)(1)** of this part that includes at least—
 - a) **10 hours** of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems. **Five hours** of the **10 hours** required on instrument training must be in a single engine airplane;
 - b) **10 hours** of training in an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered.
 - c) **One 2-hour cross country** flight in a single engine airplane in daytime conditions that consists of a total straight-line distance of more than **100nm** from the original point of departure;
 - d) **One 2-hour cross country** flight in a single engine airplane in nighttime conditions that consists of a total straight-line distance of more than **100nm** from the original point of departure; and
 - e) **3 hours** in a single-engine airplane with an authorized instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test.
- 4) **10 hours** of solo flight time in a single engine airplane or **10 hours** of flight time performing the duties of pilot in command in a single engine airplane with an authorized instructor on board (either of which may be credited towards the flight time requirement under **61.129(a)(2)**), on the areas of operation listed under **§61.127(b)(1)** that include—
 - a) **One cross-country** flight of not less than **300nm** total distance, with landings at a minimum of **three points**, one of which is a straight-line distance of at least **250nm** from the original departure point.
 - b) **5 hours** in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

Commercial Aeronautical Experience Checklist

Requirements	Presently Has	Still Needs
<input type="checkbox"/> At least 250 hours of flight time		
<input type="checkbox"/> 100 hours powered aircraft		
<input type="checkbox"/> 50 hours must have been in airplanes		
<input type="checkbox"/> 100 hours pilot-in-command flight time.		
<input type="checkbox"/> 50 hours must have been in airplanes		
<input type="checkbox"/> 50 hours cross-country flight		
<input type="checkbox"/> 10 hours must have been in airplanes		
<input type="checkbox"/> 20 hours of flight training per 61.127(b)(1):		
<input type="checkbox"/> 10 hours Instrument training		
<input type="checkbox"/> 5 hours must have been in single-engine airplane.		
<input type="checkbox"/> 10 hours training in complex airplane		
<input type="checkbox"/> 1 - two hour daytime cross country (100nm)		
<input type="checkbox"/> 1 - two hour nighttime cross country (100nm)		
<input type="checkbox"/> 3 hours flight time prep for practical test		
<input type="checkbox"/> 10 hours solo flight time.		
<input type="checkbox"/> 1 - 300nm cross country, 3 landing points, 1 of which was 250nm straight line.		
<input type="checkbox"/> 5 hours night VFR with 10 takeoffs and 10 landings at airport with control tower.		

In order to take Commercial Pilot practical test

- Receive a logbook endorsement from an authorized instructor who:
- Conducted the training or reviewed the person's home study on the **aeronautical knowledge** areas listed in **§61.125(b)** of this part that apply to the aircraft rating sought; and
- Certified that the person is prepared for the required knowledge test **§61.35(a)(1)** and provide **logbook endorsement**.
- Hold at least a current 3rd class medical.

NOTE: Following 2 endorsements are options that may be required based on the aircraft to be used.

- Receive a logbook **endorsement** for complex airplane operation from an authorized instructor.

PIC – Complex airplane: 61.31(e)

I certify that I have given ground and flight training in a complex airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a complex airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** for complex airplane operation from an authorized instructor.

PIC – High performance airplane: 61.31(f)

I certify that I have given ground and flight training in a high performance airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a high performance airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** from an authorized instructor who:
 - 1) Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas listed in §61.125 of this part that apply to the aircraft category and class rating sought; and
 - 2) Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.

Commercial Pilot Aeronautical knowledge: 61.35(a)(1) 61.125(a)(b)

I certify that I have given _____ the ground instruction required by 61.125(a)(b)(1 through 16), and that he/she is prepared for the required knowledge test.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: If the student has completed a home study aeronautical study course rather than instructor trained, use this endorsement.

Commercial Pilot Home Study Aeronautical knowledge: 61.35(a)(1) 61.125(a)(b)

I certify that I have reviewed _____ home study course of the applicable areas required by 61.105(b) and find him/her prepared for the commercial pilot aeronautical knowledge test.

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: In the advent that there are questions answered incorrectly on the knowledge test the following Endorsement is required.

Commercial Pilot aeronautical knowledge test deficiency review: 61.39(6)(iii)

I certify that I have reviewed the knowledge test results with _____ per 61.39(6)(iii), and resolved any deficient areas.

Signed _____ Date _____

CFI# _____ Expiration _____

- Pass the required knowledge test on the aeronautical knowledge areas listed in §61.125 of this part;
- Receive the required training and a logbook **endorsement** from an authorized instructor who:
 - 1) Conducted the training on the areas of operation listed in §61.127(b) of this part that apply to the aircraft category and class rating sought; and
 - 2) Certified that the person is prepared for the required practical test.
- Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;
- Pass the required practical test on the areas of operation listed in §61.127(b) of this part that apply to the aircraft category and class rating sought;
- Hold at least a private pilot certificate issued under this part or meet the requirements of §61.73; and
- (i) Comply with the sections of this part that apply to the aircraft category and class rating sought.

Prerequisites for Practical Test: 61.127(a)(b), 61.39(a)(6)(i)

I certify that I have given _____ the flight instruction required by 61.127(a)(b)(1)(i) through (xi) and have given at least 3 hours of preparation for the practical test in the preceding two calendar months, and find him/her prepared for the Commercial Pilot practical test..

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: In the advent of a failure of the practical test, the following Endorsement is required.

Additional Commercial Pilot post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Commercial Pilot practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

§ 61.131 Exceptions to the night flying requirements.

Subject to the limitations of paragraph (b) of this section, a person is not required to comply with the night flight training requirements of this subpart if the person receives flight training in and resides in the State of Alaska.

A person who receives flight training in and resides in the State of Alaska but does not meet the night flight training requirements of this section:

- 1) May be issued a pilot certificate with the limitation “night flying prohibited.”
- 2) Must comply with the appropriate night flight training requirements of this subpart within the 12-calendar-month period after the issuance of the pilot certificate. At the end of that period, the certificate will become invalid for use until the person complies with the appropriate night flight training requirements of this subpart. The person may have the “night flying prohibited” limitation removed if the person—
 - a) Accomplishes the appropriate night flight training requirements of this subpart; and
 - b) Presents to an examiner a logbook or training record endorsement from an authorized instructor that verifies accomplishment of the appropriate night flight training requirements of this subpart.

§ 61.133 Commercial pilot privileges and limitations.

Privileges —General. A person who holds a commercial pilot certificate may act as pilot in command of an aircraft—

- 1) Carrying persons or property for compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts of this chapter that apply to the operation; and
- 2) For compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts of this chapter that apply to the operation.

Limitations A person who applies for a commercial pilot certificate with an airplane category or powered-lift category rating and does not hold an instrument rating in the same category and class will be issued a commercial pilot certificate that contains the limitation, “The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited.” The limitation may be removed when the person satisfactorily accomplishes the requirements listed in §61.65 of this part for an instrument rating in the same category and class of aircraft listed on the person's commercial pilot certificate.

Commercial Pilot Certification – INITIAL AMEL 61.123 – 61.133

§ 61.123 Eligibility requirements: General.

To be eligible for a commercial pilot certificate, a person must:

- Be at least 18 years of age;
- Be able to read, speak, write, and understand the English language.

§ 61.125 Aeronautical knowledge. (May be waived with an Endorsement if student did home study)

General. A person who applies for a commercial pilot certificate must receive and log ground training from an authorized instructor, or complete a home-study course, on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

Commercial Pilot Aeronautical Knowledge Logbook requirements PART 61.125(b)(1 – 16)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations 61.125(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.125(b)(2)					
	Basic aerodynamics and the principles of flight 61.125(b)(3)					
	Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts 61.125(b)(4)					
	Safe and efficient operation of aircraft 61.125(b)(5)					
	Weight and balance computations 61.125(b)(6)					
	Use of performance charts 61.125(b)(7)					
	Significance and effects of exceeding aircraft performance limitations 61.125(b)(8)					
	Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning 61.125(b)(9)					
	Use of air navigation facilities 61.125(b)(10)					
	Aeronautical decision making and judgment 61.125(b)(11)					
	Principles and functions of aircraft systems 61.125(b)(12)					
	Maneuvers, procedures, and emergency operations appropriate to the aircraft 61.125(b)(13)					
	Night and high-altitude operations 61.125(b)(14)					
	Procedures for operating within the National Airspace System 61.125(b)(15)					

§ 61.127 Flight proficiency. (Both Flight and Ground Training Required)

General. A person who applies for a commercial pilot certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

Areas of operation.

2) For an airplane category rating with a multi-engine class rating:

Commercial Pilot Flight Proficiency Logbook requirements PART 61.127 (a)(b)(1)(i through xi)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED	
	Preflight preparation 61.127 (a)(b)(2)(i)				
	Preflight procedures 61.127 (a)(b)(2)(ii)				
	Airport and seaplane base operations 61.127 (a)(b)(2)(iii)				
	Takeoffs, landings, and go-arounds 61.127 (a)(b)(2)(iv)				
	Performance maneuvers 61.127 (a)(b)(2)(v)				
	Ground reference maneuvers 61.127 (a)(b)(2)(vi)				
	Navigation 61.127 (a)(b)(2)(vii)				
	Slow flight and stalls 61.127 (a)(b)(2)(viii)				
	Emergency operations 61.127 (a)(b)(2)(ix)				
	High-altitude operations 61.127 (a)(b)(2)(x)				
	Postflight procedures 61.127 (a)(b)(2)(xi)				

§ 61.129 Aeronautical experience

For an airplane multi-engine rating. Except as provided in paragraph (i) of this section, a person who applies for a commercial pilot certificate with an airplane category and single-engine class rating must log at least **250 hours** of flight time as a pilot that consists of at least:

- 5) **100 hours** in powered aircraft, of which **50 hours** must be in airplanes.
- 6) **100 hours** of pilot-in-command flight time, which includes at least—
 - a) **50 hours** in airplanes; and
 - b) **50 hours** in cross-country flight of which at least **10 hours** must be in airplanes.
- 7) **20 hours** of training on the areas of operation listed in **§61.127(b)(1)** of this part that includes at least—
 - a) **10 hours** of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems. **Five hours** of the **10 hours** required on instrument training must be in a single engine airplane;
 - b) **10 hours** of training in an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered.
 - c) **One 2-hour cross country** flight in a multi engine airplane in daytime conditions that consists of a total straight-line distance of more than **100nm** from the original point of departure;
 - d) **One 2-hour cross country** flight in a multi engine airplane in nighttime conditions that consists of a total straight-line distance of more than **100nm** from the original point of departure; and
 - e) **3 hours** in a multi-engine airplane with an authorized instructor in preparation for the practical test within the **preceding 2 calendar months from the month of the test.**
- 8) **10 hours** of solo flight time in a multi engine airplane or **10 hours** of flight time performing the duties of pilot in command in a multi engine airplane with an authorized instructor on board (either of which may be credited towards the flight time requirement under **61.129(a)(2)**), on the areas of operation listed under **§61.127(b)(1)** that include—
 - a) **One cross-country** flight of not less than **300nm** total distance, with landings at a minimum of **three points**, one of which is a straight-line distance of at least **250nm** from the original departure point.
 - b) **5 hours** in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

Commercial Aeronautical Experience Checklist

Requirements	Presently Has	Still Needs
<input type="checkbox"/> At least 250 hours of flight time		
<input type="checkbox"/> 100 hours powered aircraft		
<input type="checkbox"/> 50 hours must have been in airplanes		
<input type="checkbox"/> 100 hours pilot-in-command flight time.		
<input type="checkbox"/> 50 hours must have been in airplanes		
<input type="checkbox"/> 50 hours cross-country flight		
<input type="checkbox"/> 10 hours must have been in airplanes		
<input type="checkbox"/> 20 hours of flight training per 61.127(b)(1):		
<input type="checkbox"/> 10 hours Instrument training		
<input type="checkbox"/> 5 hours must have been in single-engine airplane.		
<input type="checkbox"/> 10 hours training in complex airplane		
<input type="checkbox"/> 1 - two hour dual daytime cross country (100nm)		
<input type="checkbox"/> 1 - two hour dual nighttime cross country (100nm)		
<input type="checkbox"/> 3 hours flight time prep for practical test		
<input type="checkbox"/> 10 hours solo flight time.		
<input type="checkbox"/> 1 - 300nm cross country, 3 landing points, 1 of which was 250nm straight line.		
<input type="checkbox"/> 5 hours night VFR with 10 takeoffs and 10 landings at airport with control tower.		

In order to take Commercial Pilot practical test

- Receive a logbook endorsement from an authorized instructor who:
- Conducted the training or reviewed the person's home study on the **aeronautical knowledge** areas listed in **§61.125(b)** of this part that apply to the aircraft rating sought; and
- Certified that the person is prepared for the required knowledge test **§61.35(a)(1)** and provide **logbook endorsement**.
- Hold at least a current 3rd class medical.

NOTE: Following 2 endorsements are options that may be required based on the aircraft to be used.

- Receive a logbook **endorsement** for complex airplane operation from an authorized instructor.

PIC – Complex airplane: 61.31(e)

I certify that I have given ground and flight training in a complex airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a complex airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** for complex airplane operation from an authorized instructor.

PIC – High performance airplane: 61.31(f)

I certify that I have given ground and flight training in a high performance airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a high performance airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** from an authorized instructor who:
 - 3) Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas listed in §61.125 of this part that apply to the aircraft category and class rating sought; and
 - 4) Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.

Commercial Pilot Aeronautical knowledge: 61.35(a)(1) 61.125(a)(b)

I certify that I have given _____ the ground instruction required by 61.125(a)(b)(1 through 15), and that he/she is prepared for the required knowledge test.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: If the student has completed a home study aeronautical study course rather than instructor trained, use this endorsement.

Commercial Pilot Home Study Aeronautical knowledge: 61.35(a)(1) 61.125(a)(b)

I certify that I have reviewed _____ home study course of the applicable areas required by 61.125(b) and find him/her prepared for the commercial pilot aeronautical knowledge test.

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: In the advent that there are questions answered incorrectly on the knowledge test the following Endorsement is required.

Commercial Pilot aeronautical knowledge test deficiency review: 61.39(6)(iii)

I certify that I have reviewed the knowledge test results with _____ per 61.39(6)(iii), and resolved any deficient areas.

Signed _____ Date _____

CFI# _____ Expiration _____

- Pass the required knowledge test on the aeronautical knowledge areas listed in **§61.125** of this part;
- Receive the required training and a logbook **endorsement** from an authorized instructor who:
 - 3) Conducted the training on the areas of operation listed in **§61.127(b)** of this part that apply to the aircraft category and class rating sought; and
 - 4) Certified that the person is prepared for the required practical test.
- Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;
- Pass the required practical test on the areas of operation listed in §61.127(b) of this part that apply to the aircraft category and class rating sought;
- Hold at least a private pilot certificate issued under this part or meet the requirements of §61.73; and
- (i) Comply with the sections of this part that apply to the aircraft category and class rating sought.

Prerequisites for Practical Test: 61.127(a)(b), 61.39(a)(6)(i)

I certify that I have given _____ the flight instruction required by 61.127(a)(b)(1)(i) through (xi) and have given at least 3 hours of preparation for the practical test in the preceding two calendar months, and find him/her prepared for the Commercial Pilot practical test..

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: This endorsement may be required to allow the pilot to be PIC of a multi engine airplane on a practical test

Presolo flight training: 61.87(c)

I have given _____ the flight training required by 61.87(c) in a _____ (Make/Model). He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in 61.87(d) (1 through 15), and is proficient to make safe solo flights in a _____ (Make/Model)

Limitations – 61.89(a) (8): _____

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: In the advent of a failure of the practical test, the following Endorsement is required.

Additional Commercial Pilot post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Commercial Pilot practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

§ 61.131 Exceptions to the night flying requirements.

Subject to the limitations of paragraph (b) of this section, a person is not required to comply with the night flight training requirements of this subpart if the person receives flight training in and resides in the State of Alaska.

A person who receives flight training in and resides in the State of Alaska but does not meet the night flight training requirements of this section:

- 3) May be issued a pilot certificate with the limitation “night flying prohibited.”
- 4) Must comply with the appropriate night flight training requirements of this subpart within the 12-calendar-month period after the issuance of the pilot certificate. At the end of that period, the certificate will become invalid for use until the person complies with the appropriate night flight training requirements of this subpart. The person may have the “night flying prohibited” limitation removed if the person—
 - a) Accomplishes the appropriate night flight training requirements of this subpart; and
 - b) Presents to an examiner a logbook or training record endorsement from an authorized instructor that verifies accomplishment of the appropriate night flight training requirements of this subpart.

§ 61.133 Commercial pilot privileges and limitations.

Privileges —General. A person who holds a commercial pilot certificate may act as pilot in command of an aircraft—

- 3) Carrying persons or property for compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts of this chapter that apply to the operation; and
- 4) For compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts of this chapter that apply to the operation.

Limitations A person who applies for a commercial pilot certificate with an airplane category or powered-lift category rating and does not hold an instrument rating in the same category and class will be issued a commercial pilot certificate that contains the limitation, “The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited.” The limitation may be removed when the person satisfactorily accomplishes the requirements listed in §61.65 of this part for an instrument rating in the same category and class of aircraft listed on the person's commercial pilot certificate.

Commercial Pilot Certification – ADDITIONAL RATING - AMEL - 61.63

§ 61.63 Additional aircraft ratings (other than for ratings at the airline transport pilot certification level)

To be eligible for an additional aircraft rating i.e adding an multi engine land rating to an existing commercial pilot certificate, a person must:

- Have a logbook or training record endorsement from an authorized instructor attesting that the person was found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation
- Pass the practical test
- NEED NOT** meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft rating sought
- NEED NOT** take an additional knowledge test.

LOGBOOK ENTRIES TO DEMONSTRATE YOU HAVE GIVEN THE REQUIRED INSTRUCTION

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations 61.125(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.125(b)(2)					
	Basic aerodynamics and the principles of flight 61.125(b)(3)					
	Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts 61.125(b)(4)					
	Safe and efficient operation of aircraft 61.125(b)(5)					
	Weight and balance computations 61.125(b)(6)					
	Use of performance charts 61.125(b)(7)					
	Significance and effects of exceeding aircraft performance limitations 61.125(b)(8)					
	Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning 61.125(b)(9)					
	Use of air navigation facilities 61.125(b)(10)					
	Aeronautical decision making and judgment 61.125(b)(11)					
	Principles and functions of aircraft systems 61.125(b)(12)					
	Maneuvers, procedures, and emergency operations appropriate to the aircraft 61.125(b)(13)					
	Night and high-altitude operations 61.125(b)(14)					
	Procedures for operating within the National Airspace System 61.125(b)(15)					

§ 61.127 Flight proficiency. (Both Flight and Ground Training Required)

Commercial Pilot Flight Proficiency Logbook requirements PART 61.127 (a)(b)(1)(i through xi)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Preflight preparation 61.127 (a)(b)(2)(i)					
	Preflight procedures 61.127 (a)(b)(2)(ii)					
	Airport and seaplane base operations 61.127 (a)(b)(2)(iii)					
	Takeoffs, landings, and go-arounds 61.127 (a)(b)(2)(iv)					
	Performance maneuvers 61.127 (a)(b)(2)(v)					
	Ground reference maneuvers 61.127 (a)(b)(2)(vi)					
	Navigation 61.127 (a)(b)(2)(vii)					
	Slow flight and stalls 61.127 (a)(b)(2)(viii)					
	Emergency operations 61.127 (a)(b)(2)(ix)					
	High-altitude operations 61.127 (a)(b)(2)(x)					
	Postflight procedures 61.127 (a)(b)(2)(xi)					

NO 61.129 AERONAUTICAL EXPERIENCE REQUIREMENTS NEED TO BE MET - INSTRUCT TO PROFICIENCY IN THE AERONAUTICAL AND FLIGHT PROFICIENCY AREAS IN 61.125 AND 61.127. COMPLETION STANDARDS ARE TO THE COMMERCIAL PILOT AMEL PRACTICAL TEST STANDARDS

In order to take Commercial Pilot additional rating practical test

Receive a logbook endorsement from an authorized instructor who:

- Conducted the training
- Certified that the person is prepared for the practical test by providing a **logbook endorsement**.
- Hold at least a current 3rd class medical.

NOTE: Following 2 endorsements are options that may be required based on the aircraft to be used.

- Receive a logbook **endorsement** for complex airplane operation from an authorized instructor.

PIC – Complex airplane: 61.31(e)

I certify that I have given ground and flight training in a complex airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a complex airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** for high performance airplane operation from an authorized instructor.

PIC – High performance airplane: 61.31(f)

I certify that I have given ground and flight training in a high performance airplane to _____, holder of pilot certificate _____, and find him/her proficient in the operation and systems of a high performance airplane

Signed _____ Date _____
CFI# _____ Expiration _____

- Receive a logbook **endorsement** that the student is ready for the practical test from an authorized instructor.

Addition of a Multi Engine Land class rating on an existing Commercial Pilot Certificate: 61.63 (c)(1)

I certify that I have given _____ the ground and flight instruction required by Far 61.63 (c)(1), and that he/she is prepared to pass a practical test for the addition of a Multi Engine Land class rating on their existing Commercial pilot certificate.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: This endorsement may be required to allow the pilot to be PIC of a multi engine airplane on a practical test

Presolo flight training: 61.87(c)

I have given _____ the flight training required by 61.87(c) in a _____ (Make/Model).
He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in 61.87(e) (1 through 14), and is proficient to make safe solo flights in a _____ (Make/Model)

Limitations – 61.89(a) (8): _____

Signed _____ Date _____

CFI# _____ Expiration _____

NOTE: In the advent of a failure of the practical test, the following Endorsement is required.

Additional Commercial Pilot post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Commercial Pilot airplane multi engine land practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

Recreational Pilot Certification 61.96 – 61.101

§ 61.96 Applicability and eligibility requirements: General.

To be eligible for a recreational pilot certificate, a person who applies for that certificate must:

- Be at least 17 years of age
- Be able to read, speak, write, and understand the English language.
- Receive a logbook **endorsement** from an authorized instructor who—
 1. Conducted the training or reviewed the applicant's home study on the aeronautical knowledge areas listed in §61.97(b) of this part that apply to the aircraft category and class rating sought.
 2. Certified that the applicant is prepared for the required knowledge test.
- Pass the required knowledge test on the aeronautical knowledge areas listed in §61.97(b) of this part;
- Receive flight training and a logbook **endorsement** from an authorized instructor who—
 1. Conducted the training on the areas of operation listed in §61.98(b) of this part that apply to the aircraft category and class rating sought
- Certified that the applicant is prepared for the required practical test.
- Meet the aeronautical experience requirements of §61.99 of this part that apply to the aircraft category and class rating sought before applying for the practical test;
- Pass the practical test on the areas of operation listed in §61.98(b) that apply to the aircraft category and class rating;
- Comply with the sections of this part that apply to the aircraft category and class rating
- Hold either a student pilot certificate or sport pilot certificate.

§ 61.97 Aeronautical knowledge. (May be waived with an Endorsement if student did home study)

General. A person who applies for a recreational pilot certificate must receive and log ground training from an authorized instructor or complete a home-study course on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

Aeronautical knowledge areas.

Recreational Pilot Aeronautical Knowledge Logbook requirements PART 61.97(b)(1 – 12)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to recreational pilot privileges, limitations, and flight operations 61.97(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.97(b)(2)					
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.97(b)(3)					
	Use of aeronautical charts for VFR navigation using pilotage with the aid of a magnetic compass 61.97(b)(4)					
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.97(b)(5)					
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.97(b)(6)					
	Effects of density altitude on takeoff and climb performance 61.97(b)(7)					
	Weight and balance computations 61.97(b)(8)					
	Principles of aerodynamics, powerplants, and aircraft systems 61.97(b)(9)					
	Stall awareness, spin entry, spins, and spin recovery techniques, if applying for an airplane single-engine rating 61.97(b)(10)					
	Aeronautical decision making and judgment 61.97(b)(11)					
	Preflight action that includes— 61.97(b)(12) <ol style="list-style-type: none"> a. How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.97(b)(12)(i) b. How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.97(b)(12)(ii) 					

§ 61.98 Flight proficiency. (Both Flight and Ground Training Required)

General. A person who applies for a recreational pilot certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

(b) *Areas of operation.* (1) *For a single-engine airplane rating:*

Recreational Pilot Flight Proficiency Logbook requirements PART 61.98 (a)(b)(1)(i through x)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Preflight preparation 61.98 (a)(b)(1)(i)			
	Preflight procedures 61.98 (a)(b)(1)(ii)			
	Airport operations 61.98 (a)(b)(1)(iii)			
	Takeoffs, landings, and go-arounds 61.98 (a)(b)(1)(iv)			
	Performance maneuvers 61.98 (a)(b)(1)(v)			
	Ground reference maneuvers 61.98 (a)(b)(1)(vi)			
	Navigation 61.98 (a)(b)(1)(vii)			
	Slow flight and stalls 61.98 (a)(b)(1)(viii)			
	Emergency operations 61.98 (a)(b)(1)(ix)			
	Postflight procedures 61.98 (a)(b)(1)(x)			

§ 61.99 Aeronautical experience.

A person who applies for a recreational pilot certificate must receive and log at least **30 hours** of flight time that includes at least—

- 1) **15 hours** of flight training from an authorized instructor on the areas of operation listed in **§61.98** of this part that consists of at least:
 - a) Except as provided in **§61.100** of this part, **2 hours** of flight training en route to an airport that is located more than **25nm** from the airport where the applicant normally trains, which includes at least three takeoffs and three landings at the airport located more than **25nm** from the airport where the applicant normally trains; and
 - b) **3 hours** of flight training with an authorized instructor in the aircraft for the rating sought in preparation for the practical test within the preceding 2 calendar months from the month of the test.
- 2) **3 hours** of solo flying in the aircraft for the rating sought, on the areas of operation listed in **§61.98** of this part that apply to the aircraft category and class rating sought.

Recreational Pilot Aeronautical Experience Checklist

<input type="checkbox"/> At least 30 hours of flight time <input type="checkbox"/> At least 15 hours of flight with an authorized instructor, including: <ul style="list-style-type: none"> <input type="checkbox"/> 2 hours of flight training to airport located more than 25nm from airport where normal training takes place. <input type="checkbox"/> 3 takeoffs and landings at the airport located 25nm from airport where normal training takes place. <input type="checkbox"/> 3 hours of flight training in preparation for the practical test within 60 days preceding the date of the test 3 hours of night flight, including: 	<input type="checkbox"/> 3 hours of solo flight
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§ 61.101 Recreational pilot privileges and limitations.

1. A person who holds a recreational pilot certificate may:
 - a) Carry no more than one passenger; and
 - b) Not pay less than the pro rata share of the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees.
2. A person who holds a recreational pilot certificate may act as pilot in command of an aircraft on a flight within 50 nautical miles from the departure airport, provided that person has—
 - a) Received ground and flight training for takeoff, departure, arrival, and landing procedures at the departure airport;
 - b) Received ground and flight training for the area, terrain, and aids to navigation that are in the vicinity of the departure airport;
 - c) Been found proficient to operate the aircraft at the departure airport and the area within 50 nautical miles from that airport; and
 - d) Received from an authorized instructor a logbook **endorsement**, which is carried in the person's possession in the aircraft, that permits flight within 50 nautical miles from the departure airport.
3. A person who holds a recreational pilot certificate may act as pilot in command of an aircraft on a flight that exceeds 50 nautical miles from the departure airport, provided that person has—
 - a) Received ground and flight training from an authorized instructor on the cross-country training requirements of subpart E of this part that apply to the aircraft rating held;
 - b) Been found proficient in cross-country flying; and
 - c) Received from an authorized instructor a logbook **endorsement**, which is carried on the person's possession in the aircraft, that certifies the person has received and been found proficient in the cross-country training requirements of subpart E of this part that apply to the aircraft rating held.
4. A person who holds a recreational pilot certificate may act as pilot in command of an aircraft in Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower, provided that person has—
 - a) Received and logged ground and flight training from an authorized instructor on the following aeronautical knowledge areas and areas of operation, as appropriate to the aircraft rating held:
 - i) The use of radios, communications, navigation system and facilities, and radar services.
 - ii) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern at an airport with an operating control tower.
 - iii) Applicable flight rules of part 91 of this chapter for operations in Class B, C, and D airspace and air traffic control clearances;
 - b) Been found proficient in those aeronautical knowledge areas and areas of operation specified in paragraph (d)(1) of this section; and
 - c) Received from an authorized instructor a logbook **endorsement**, which is carried on the person's possession or readily accessible in the aircraft, that certifies the person has received and been found proficient in those aeronautical knowledge areas and areas of operation specified in paragraph (d)(1) of this section.
5. Except as provided in paragraphs (d) and (i) of this section, a recreational pilot may not act as pilot in command of an aircraft—
 - a) That is certificated—
 - i) For more than four occupants;
 - ii) With more than one powerplant;
 - iii) With a powerplant of more than 180 horsepower, except aircraft certificated in the rotorcraft category; or
 - iv) With retractable landing gear;
 - b) That is classified as a multiengine airplane, powered-lift, glider, airship, balloon, powered parachute, or weight-shift-control aircraft;
 - c) That is carrying a passenger or property for compensation or hire;
 - d) For compensation or hire;
 - e) In furtherance of a business;
 - f) Between sunset and sunrise;
 - g) In Class A, B, C, and D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower;
 - h) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;
 - i) When the flight or surface visibility is less than 3 statute miles;
 - j) Without visual reference to the surface;
 - k) On a flight outside the United States, unless authorized by the country in which the flight is conducted;

- l) To demonstrate that aircraft in flight as an aircraft salesperson to a prospective buyer;
 - m) That is used in a passenger-carrying airlift and sponsored by a charitable organization; and
6. That is towing any object.
 7. A recreational pilot may not act as a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted, except when:
 - a) Receiving flight training from a person authorized to provide flight training on board an airship; and
 - b) No person other than a required flight crewmember is carried on the aircraft.
 8. A person who holds a recreational pilot certificate, has logged fewer than 400 flight hours, and has not logged pilot-in-command time in an aircraft within the 180 days preceding the flight shall not act as pilot in command of an aircraft until the pilot receives flight training and a logbook **endorsement** from an authorized instructor, and the instructor certifies that the person is proficient to act as pilot in command of the aircraft. This requirement can be met in combination with the requirements of §§61.56 and 61.57 of this part, at the discretion of the authorized instructor.
 9. A recreational pilot certificate issued under this subpart carries the notation, "Holder does not meet ICAO requirements."
 10. For the purpose of obtaining additional certificates or ratings while under the supervision of an authorized instructor, a recreational pilot may fly as the sole occupant of an aircraft:
 - a) For which the pilot does not hold an appropriate category or class rating;
 - b) Within airspace that requires communication with air traffic control; or
 - c) Between sunset and sunrise, provided the flight or surface visibility is at least 5 statute miles.
 11. In order to fly solo as provided in paragraph (i) of this section, the recreational pilot must meet the appropriate aeronautical knowledge and flight training requirements of §61.87 for that aircraft. When operating an aircraft under the conditions specified in paragraph (i) of this section, the recreational pilot shall carry the logbook that has been endorsed for each flight by an authorized instructor who:
 - 12. Has given the recreational pilot training in the make and model of aircraft in which the solo flight is to be made;
 - 13. Has found that the recreational pilot has met the applicable requirements of §61.87; and
 - a) Has found that the recreational pilot is competent to make solo flights in accordance with the logbook **endorsement**.

Recreational Pilot Endorsements

Endorsement for aeronautical knowledge: 61.35(a)(1) and 61.97(b)

I certify that I have given _____ the applicable ground training required by CFR 61.97(b) and find him/her prepared for the recreational pilot aeronautical knowledge test.

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for aeronautical knowledge (home study): 61.35(a)(1) and 61.97(b)

I certify that I have reviewed _____ home study course on the applicable areas required by CFR 61.97(b) and find him/her prepared for the recreational pilot aeronautical knowledge test.

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for flight proficiency: 61.98(b)

I certify I have given _____ the ground and flight training required by CFR 61.98(b)[1, 2, or 3 as applicable for _____ (category and class) and find him/her prepared for the recreational pilot practical test.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for practical test prerequisites: 61.39(a)(6)

I certify that _____ has received training time required within the preceding two calendar months in preparation for the recreational pilot _____ (Category and Class) practical test and find him/her prepared for that test. He/she has demonstrated satisfactory knowledge of the subject areas found deficient on his/her recreational pilot aeronautical knowledge test and has received at least 3 hours of flight training in preparation for the practical test within the preceding two calendar months.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to act as PIC within 50 NM from the departure airport: 61.101(b)

I have given _____, holder of recreational pilot certificate _____, the ground and flight training required by CFR 61.101(b)(1) & (2) and have found him/her proficient to operate a _____ (Make/Model) at _____ airport and within 50 nautical miles of this airport.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to act as PIC on a flight that exceeds 50NM from the departure airport: 61.101(c)

I have given _____, holder of recreational pilot certificate _____, the ground and flight training required by CFR 61.101(c)(1) and have found him/her proficient in cross country flying in a _____ (Make/Model) between _____ airport and _____ airport and return, including takeoffs and landings at the airports to be used, and return on _____ subject to the following conditions: Limitations – 61.89(a) (8): _____

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot with fewer than 400 flight hours logged and has not logged PIC time in an aircraft within the preceding 180 days: 61.101(f)

I certify that I have given _____, holder of recreational pilot certificate _____, the flight training required by CFR 61.101(f) and find him/her proficient to act as Pilot in Command of a _____ (Make/Model) at _____ airport.

Signed _____ Date _____
CFI# _____ Expiration _____

Additional Recreational Pilot Endorsements

(to obtain additional certificates or ratings: CFR 61.101(h) & (i).)

Endorsement for recreational pilot to fly solo at night: 61.87(m)

I have given _____, holder of recreational pilot certificate _____, the flight training required by CFR 61.87(m)(1)(2) and find him/her competent to operate a _____ (Make/Model) in solo flight between sunset and sunrise, provided the flight or surface visibility is at least 5 statute miles, at _____ airport.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to fly solo at night: 61.87(m) (each additional 90 day period)

I have given _____, holder of recreational/student pilot certificate _____, the flight training required by CFR 61.87(m). He/she has met the requirements of CFR 61.87(m) and is competent to operate a _____ (Make/Model) in solo flight between sunset and sunrise, provided the flight or surface visibility is at least 5 statute miles at _____ airport.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to fly solo cross-country flights: 61.93(c)

I have given _____, holder of recreational/student pilot certificate _____, the flight training required by CFR 61.93[(e)(f)(g)(h)(l)(j) or (k) as appropriate] in a _____ (Make/Model). He/she has demonstrated satisfactory proficiency in the maneuvers and procedures listed in CFR 61.93[(e)(f)(g)(h)(i)(j) or (k) as appropriate] and has finished the cross country flight training required by this part satisfactorily.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to fly repeated solo cross country flight not more than 50nm: 61.93(b)(2)

I have given _____, holder of recreational/student pilot certificate _____, flight training required by CFR 61.93(b)(2)(i) in both directions between _____ Airport and _____ Airport including takeoffs and landings at the airports to be used, and find him/her proficient to conduct repeated solo cross-country flights over that route, subject to the following conditions: Limitations – 61.89(a) (8):

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to fly each solo cross-country flight: 61.93(c)

I have reviewed the preflight planning and preparations of _____, holder of recreational/student pilot certificate _____, and attest that preflight planning and preparations are correct and he/she is prepared to make the flight safely under the known conditions from _____ Airport to _____ Airport to _____ airport _____ (routing) with landings at _____ airports in a _____ (Make/Model) subject to Limitations – 61.89(a) (8):

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to fly solo in Class B airspace: 61.95(a)

I have given _____, holder of recreational pilot certificate _____, the ground and flight training required by CFR 61.95(a)(1) and find him/her proficient to conduct solo flight in _____ class B airspace.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for recreational pilot to fly solo at airports located within class B airspace: 61.95(b)

I have given _____, holder of recreational pilot certificate _____, the ground and flight training required by CFR 61.95 (b)(1) and find him/her proficient to conduct solo flight to and from _____ airport located within the _____ class B airspace.

Signed _____ Date _____
CFI# _____ Expiration _____

Instrument Rating Airplane 61.65

§ 61.65 Instrument Pilot Rating Requirements: General.

To apply for an Instrument Rating, a person must:

- Hold at least a current private pilot certificate with an airplane rating appropriate to the instrument rating sought.
- Be able to read, speak, write, and understand the English language.
- Receive and log ground training or accomplish a home-study course on aeronautical knowledge areas of 61.65(b).
- Receive an endorsement certifying that they are prepared to take required written knowledge test.
- Receive and log flight training on areas of flight proficiency listed in 61.65(c).
- Receive logbook endorsement certifying that they are prepared to take required practical test.
- Pass required written knowledge test per 61.65(b).

§ 61.65(b) Aeronautical knowledge. (May be waived with an Endorsement if student did home study)

A person who applies for an instrument rating must have received and logged ground training from an authorized instructor **or** accomplished a home-study course on the following aeronautical knowledge areas that apply to the instrument rating sought per **61.65 (b) (1 through 10)**:

Instrument Pilot Rating Aeronautical Knowledge Logbook requirements PART 61.65 (b) (1 – 10)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Federal Aviation Regulations of this chapter that apply to flight operations under IFR 61.65(b)(1)					
	Appropriate information that applies to flight operations under IFR in the "Aeronautical Information Manual; 61.65(b)(2)					
	Air traffic control system and procedures for instrument flight operations; 61.65(b)(3)					
	IFR navigation and approaches by use of navigation systems; 61.65(b)(4)					
	Use of IFR en route and instrument approach procedure charts; 61.65(b)(5)					
	Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information and personal observation of weather conditions; 61.65(b)(6)					
	Safe and efficient operation of aircraft under instrument flight rules and conditions; 61.65(b)(7)					
	Recognition of critical weather situations and windshear avoidance; 61.65(b)(8)					
	Aeronautical decision making and judgment; 61.65(b)(9)					
	Crew resource management, including crew communication and coordination. 61.65(b)(10)					

§ 61.65(c) Flight proficiency. (Both Flight and Ground Training Required)

A person who applies for an instrument rating must receive and log training from an authorized instructor in an aircraft, or in a flight simulator or flight training device, that includes the following areas of operation per **61.65(c) (1-8)**

Instrument Pilot Rating Flight Proficiency Logbook requirements PART 61.65 (c) (1 - 8)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Preflight preparation 61.65(c)(1)			
	Preflight procedures 61.65(c)(2)			
	Air traffic control clearances and procedures 61.65(c)(3)			
	Flight by reference to instruments 61.65(c)(4)			
	Navigation systems 61.65(c)(5)			
	Instrument approach procedures 61.65(c)(6)			
	Emergency operations 61.65(c)(7)			
	Postflight procedures 61.65(c)(8)			

§ 61.65 (d) Aeronautical experience.

A person who applies for an instrument-airplane rating must have logged flight training in the areas of operation listed in **§61.65 (d) (1-2)** of this part, and the training must include at least—

1. **Fifty (50) hours** of cross country flight time as pilot in command, of which **10 hours** must have been in an airplane.
2. **Forty (40) hours** of actual or simulated (*20 hours can be in a simulator per 61.63(e)*) instrument time in the areas of operation listed in paragraph **61.65 (c)**, of which **15 hours** must have been received from an authorized instructor who holds an instrument-airplane rating, and the instrument time includes:
 - i. **Three (3) hours** of instrument flight training from an authorized instructor in an airplane that is appropriate to the instrument-airplane rating within 2 calendar months before the date of the practical test; and
 - ii. Instrument flight training on cross country flight procedures, including one cross country flight in an airplane with an authorized instructor, that is performed under instrument flight rules, when a flight plan has been filed with an air traffic control facility, and that involves—
 - A. A flight of **250 nautical miles** along airways or by directed routing from an air traffic control facility;
 - B. An instrument approach at each airport; and
 - C. **Three (3)** different kinds of approaches with the use of navigation systems.

Instrument Pilot Rating Aeronautical Experience Checklist

Requirements	Presently Has	Still Needs
<input type="checkbox"/> 50 hours of cross-country flight time as PIC (10 hours in an Airplane)		
<input type="checkbox"/> 40 hours of actual or simulated instrument (<i>20 hours can be in a simulator per 61.63(e)</i>) time. (At least 15 hours from an authorized instructor)		
<input type="checkbox"/> 3 hours of Instrument flight training within last 2 calendar months before practical test date.		
<input type="checkbox"/> Instrument flight training on cross-country flight procedures under instrument flight rules when flight plan has been filed with ATC that involves.		
<input type="checkbox"/> A cross-country flight of 250 nautical miles		
<input type="checkbox"/> An Instrument approach at each airport.		
<input type="checkbox"/> 3 different kinds of approaches with use of navigation systems.		

In order to take Instrument Pilot Rating practical test

- Receive a logbook endorsement from an authorized instructor who:
- Conducted the training or reviewed the person's home study on the **aeronautical knowledge** areas listed in **§61.65(b)** of this part that apply to the aircraft rating sought; and
- Certified that the person is prepared for the required knowledge test **§61.35(a)(1)** and provide **logbook endorsement**.
- Hold at least a current private pilot certificate with an airplane rating appropriate to the instrument rating sought.

Instrument Pilot Rating Aeronautical knowledge: 61.35(a)(1) 61.65(b)

I certify that I have given _____ the ground instruction required by 61.65(b)(1 through 10), and that he/she is prepared for the required Instrument Rating Airplane knowledge test.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: If the student has completed a home study aeronautical study course rather than instructor trained, use this endorsement.

Instrument Pilot Rating Home Study Aeronautical knowledge: 61.35(a)(1) 61.65(b)

I certify that I have reviewed _____'s home study course of the applicable areas required by 61.65(b) and find him/her prepared for the instrument pilot rating aeronautical knowledge test.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: In the advent that there are questions answered incorrectly on the knowledge test the following Endorsement is required.

Instrument Pilot Rating aeronautical knowledge test deficiency review: 61.39(6)(iii)

I certify that I have reviewed the knowledge test results with _____ per 61.39(6)(iii), and resolved any deficient areas.

Signed _____ Date _____
CFI# _____ Expiration _____

Instrument Pilot Rating Flight Proficiency and 2 calendar months training: 61.65(b), 61.39(a)(6)(i)

I certify that I have given _____ the flight instruction required by 61.65(b)(1 through 8) and have given at least three hours of preparation for the practical test in the preceding two calendar months, and find him/her prepared to pass the Instrument Rating Airplane practical test.

Signed _____ Date _____
CFI# _____ Expiration _____

NOTE: In the advent of a failure of the practical test, the following Endorsement is required.

Retesting after Failure: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Instrument Pilot Rating practical test.

Signed _____ Date _____
CFI# _____ Expiration _____

FLIGHT INSTRUCTOR INITIAL – Airplane Single Engine

61.183 Eligibility requirements

- Be at least 18 years old of age
- Be able to read, speak, write and understand the English Language
- Hold either a commercial pilot or airline transport pilot certificate with: Airplane category and class rating appropriate to the instructor rating sought
- An instrument rating appropriate to the instructor rating sought
- Logbook endorsement from an authorized instructor on the fundamentals of instructing listed in 61.185 appropriate to the required knowledge test
- Pass a knowledge test on the fundamentals of instructing unless the person holds teaching credentials per the regulation
- Pass a knowledge test on the aeronautical knowledge areas listed in 61.187(b) in this case the FIA test
- Pass the required practical test
- Receive spin training and an endorsement 61.183 (i)(1)(2)
- Log at least 15 hours as PIC in airplane category with single engine class

61.185 Aeronautical knowledge

The applicant **MUST** receive and log ground training from an authorized instructor on the following items unless the person hold teaching credentials per 61.183

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	The learning process			
	Elements of effective teaching			
	Student evaluation and testing			
	Course development			
	Lesson planning			
	Classroom training techniques			

The following are ground training logs that cover all aeronautical knowledge areas for Private, Recreational and Commercial pilots. Ground instruction must be logged to cover each of these elements. By completing these tables during the applicants training you will have covered the required aeronautical knowledge areas.

Flight Instructor - Private Pilot Aeronautical Knowledge Logbook requirements PART 61.105(b)(1 – 13)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations 61.105(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.105(b)(2)					
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.105(b)(3)					
	Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems 61.105(b)(4)					
	Radio communication procedures 61.105(b)(5)					
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.105(b)(6)					
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.105(b)(7)					
	Effects of density altitude on takeoff and climb performance 61.105(b)(8)					
	Weight and balance computations 61.105(b)(9)					
	Principles of aerodynamics, powerplants, and aircraft systems 61.105(b)(10)					
	Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings 61.105(b)(11)					
	Aeronautical decision making and judgment 61.105(b)(12)					
	Preflight action that includes 61.105(b)(13) 3) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.105(b)(13)(i) 4) How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.105(b)(13)(ii)					

Flight Instructor – Recreational pilot aeronautical knowledge Logbook requirements PART 61.97(b)(1 – 12)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to recreational pilot privileges, limitations, and flight operations 61.97(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.97(b)(2)					
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.97(b)(3)					
	Use of aeronautical charts for VFR navigation using pilotage with the aid of a magnetic compass 61.97(b)(4)					
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.97(b)(5)					
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.97(b)(6)					
	Effects of density altitude on takeoff and climb performance 61.97(b)(7)					
	Weight and balance computations 61.97(b)(8)					
	Principles of aerodynamics, powerplants, and aircraft systems 61.97(b)(9)					
	Stall awareness, spin entry, spins, and spin recovery techniques, if applying for an airplane single-engine rating 61.97(b)(10)					
	Aeronautical decision making and judgment 61.97(b)(11)					
	Preflight action that includes— 61.97(b)(12) <ol style="list-style-type: none"> a. How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.97(b)(12)(i) b. How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.97(b)(12)(ii) 					

Flight Instructor - Commercial Pilot Aeronautical Knowledge Logbook requirements PART 61.125(b)(1 – 15)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations 61.125(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.125(b)(2)					
	Basic aerodynamics and the principles of flight 61.125(b)(3)					
	Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts 61.125(b)(4)					
	Safe and efficient operation of aircraft 61.125(b)(5)					
	Weight and balance computations 61.125(b)(6)					
	Use of performance charts 61.125(b)(7)					
	Significance and effects of exceeding aircraft performance limitations 61.125(b)(8)					
	Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning 61.125(b)(9)					
	Use of air navigation facilities 61.125(b)(10)					
	Aeronautical decision making and judgment 61.125(b)(11)					
	Principles and functions of aircraft systems 61.125(b)(12)					
	Maneuvers, procedures, and emergency operations appropriate to the aircraft 61.125(b)(13)					
	Night and high-altitude operations 61.125(b)(14)					
	Procedures for operating within the National Airspace System 61.125(b)(15)					

Flight Instructor ASE Initial - Flight Proficiency Logbook requirements PART 61.187 (a)(b)(1)(i – xiv)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Fundamentals of Instructing			
	Technical subject areas			
	Preflight preparation			
	Preflight lesson on a maneuver to be performed in flight			
	Preflight procedures			
	Airport operations			
	Takeoffs, landings and go-arounds			
	Fundamentals of flight			
	Performance maneuvers			
	Ground reference maneuvers			
	Slow flight, stalls and spins			
	Basic instrument maneuvers			
	Emergency operations			
	Post-flight procedures			

Flight Instructor Spin Endorsement FAR 61.183 (i) (1)

Endorsement for Instructional proficiency in Spins

I certify that I have given _____ the instruction required by 61.183 (i)(1) in stall awareness, spin entry, spins and spin recovery procedures and find that he exhibits instructional proficiency in those items.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for the Fundamentals of Instructing: 61.183 (d), 61.185 (a)(1)(i – vi)

I certify that I have given _____ ground instruction on the fundamentals of instructing required by 61.183 (d) and 61.185 (s)(1)(i – vi). I also find this person prepared to pass the Fundamentals of Instructing (FOI) knowledge test per 61.183 (d)(e).

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for the Flight Instructor Airplane knowledge test: 61.183 (g), 61.187 (b)(1)(i – xiv)

I certify that I have given _____ ground instruction on the areas of operation required by 61.183 (g) and 61.187 (b)(1)(i– xiv) and find them competent to pass the Flight Instructor Airplane knowledge Test (FIA).

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Proficiency: 61.183 (g), 61.187 (b) (1) (i – xiv)

I certify that I have given _____ flight and ground instruction on the areas of operations included in regulation 61.98, 61.105, 61.127 and 61.187 (b)(1)(i – xiv) and find this person proficient to pass a practical test for the Flight Instructor Airplane Single Engine practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

Required if the practical test is failed – Retesting after failure

Additional Flight Instructor Airplane Single Engine post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Flight Instructor Airplane Single Engine practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

FLIGHT INSTRUCTOR ADDITIONAL RATING – Airplane Single Engine

61.183 Eligibility requirements

- Commercial pilot or airline transport pilot certificate with: Airplane category/class rating appropriate to the rating sought
- An instrument rating appropriate to the instructor rating sought
- Pass a knowledge test on the aeronautical knowledge areas listed in 61.187(b) in this case the FIA test (Unless previously passed)
- Pass the required practical test
- Receive spin training and an endorsement 61.183 (i)(1)(2) (Unless previously passed)
- Log at least 15 hours as PIC in airplane category with single engine class

The following are ground training logs that cover all aeronautical knowledge areas for Private, Recreational and Commercial pilots. Ground instruction must be logged to cover each of these elements.

Flight Instructor ASE Additional Rating - Private Pilot Aeronautical Knowledge **Logbook** requirements PART 61.105(b)(1 – 13)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations 61.105(b)(1)				
	Accident reporting requirements of the National Transportation Safety Board 61.105(b)(2)				
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.105(b)(3)				
	Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems 61.105(b)(4)				
	Radio communication procedures 61.105(b)(5)				
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.105(b)(6)				
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.105(b)(7)				
	Effects of density altitude on takeoff and climb performance 61.105(b)(8)				
	Weight and balance computations 61.105(b)(9)				
	Principles of aerodynamics, powerplants, and aircraft systems 61.105(b)(10)				
	Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings 61.105(b)(11)				
	Aeronautical decision making and judgment 61.105(b)(12)				
	Preflight action that includes 61.105(b)(13) 5) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.105(b)(13)(i) 6) How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.105(b)(13)(ii)				

Flight Instructor ASE Additional Rating – Recreational aeronautical knowledge Logbook requirements PART 61.97(b)(1 – 12)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to recreational pilot privileges, limitations, and flight operations 61.97(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.97(b)(2)					
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.97(b)(3)					
	Use of aeronautical charts for VFR navigation using pilotage with the aid of a magnetic compass 61.97(b)(4)					
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.97(b)(5)					
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.97(b)(6)					
	Effects of density altitude on takeoff and climb performance 61.97(b)(7)					
	Weight and balance computations 61.97(b)(8)					
	Principles of aerodynamics, powerplants, and aircraft systems 61.97(b)(9)					
	Stall awareness, spin entry, spins, and spin recovery techniques, if applying for an airplane single-engine rating 61.97(b)(10)					
	Aeronautical decision making and judgment 61.97(b)(11)					
	Preflight action that includes— 61.97(b)(12) <ul style="list-style-type: none"> c. How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.97(b)(12)(i) d. How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.97(b)(12)(ii) 					

Flight Instructor ASE Additional Rating - Commercial Pilot Aeronautical Knowledge Logbook requirements PART 61.125(b)(1 – 15)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations 61.125(b)(1)			
	Accident reporting requirements of the National Transportation Safety Board 61.125(b)(2)			
	Basic aerodynamics and the principles of flight 61.125(b)(3)			
	Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts 61.125(b)(4)			
	Safe and efficient operation of aircraft 61.125(b)(5)			
	Weight and balance computations 61.125(b)(6)			
	Use of performance charts 61.125(b)(7)			
	Significance and effects of exceeding aircraft performance limitations 61.125(b)(8)			
	Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning 61.125(b)(9)			
	Use of air navigation facilities 61.125(b)(10)			
	Aeronautical decision making and judgment 61.125(b)(11)			
	Principles and functions of aircraft systems 61.125(b)(12)			
	Maneuvers, procedures, and emergency operations appropriate to the aircraft 61.125(b)(13)			
	Night and high-altitude operations 61.125(b)(14)			
	Procedures for operating within the National Airspace System 61.125(b)(15)			

Flight Instructor ASE Additional Rating - Flight Proficiency Logbook requirements PART 61.187 (a)(b)(1)(i – xiv)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Technical subject areas			
	Preflight preparation			
	Preflight lesson on a maneuver to be performed in flight			
	Preflight procedures			
	Airport operations			
	Takeoffs, landings and go-arounds			
	Fundamentals of flight			
	Performance maneuvers			
	Ground reference maneuvers			
	Slow flight, stalls and spins			
	Basic instrument maneuvers			
	Emergency operations			
	Post-flight procedures			

Flight Instructor Spin Endorsement FAR 61.183 (i) (1)

Endorsement for Instructional proficiency in Spins

I certify that I have given _____ the instruction required by 61.183 (i)(1) in stall awareness, spin entry, spins and spin recovery procedures and find that he exhibits instructional proficiency in those items.

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Instructor Airplane knowledge test: 61.183 (g), 61.187 (b)(1)(I – xiv)

I certify that I have given _____ ground instruction on the areas of operation required by 61.183 (g) and 61.187 (b)(1)(i– xiv) and find them competent to pass the Flight Instructor Airplane knowledge Test (FIA).

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Proficiency: 61.183 (g), 61.187 (b) (1) (I – xiv)

I certify that I have given _____ flight and ground instruction on the areas of operations included in regulation 61.98, 61.105, 61.127 and 61.187 (b)(1)(I – xiv) and find this person proficient to pass a practical test for the addition of an Airplane Single Engine rating to their existing Flight Instructor Certificate.

Signed _____ Date _____

CFI# _____ Expiration _____

Additional Flight Instructor Airplane Single Engine post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Flight Instructor Airplane Single Engine additional rating practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

FLIGHT INSTRUCTOR INITIAL – INSTRUMENT AIRPLANE

61.183 Eligibility requirements

- Be at least 18 years old of age
- Be able to read, speak, write and understand the English Language
- Hold either a commercial pilot or airline transport pilot certificate with: Airplane category and class rating appropriate to the instructor rating sought
- An instrument rating appropriate to the instructor rating sought
- Logbook endorsement from an authorized instructor on the fundamentals of instructing listed in 61.185 appropriate to the required knowledge test
- Pass a knowledge test on the fundamentals of instructing unless the person holds teaching credentials per the regulation
- Pass a knowledge test on the aeronautical knowledge areas listed in 61.187(b) in this case the FII test
- Pass the required practical test
- Receive spin training and an endorsement 61.183 (i)(1)(2)
- Log at least 15 hours as PIC in airplane category with single engine class

61.185 Aeronautical knowledge

The applicant **MUST** receive and log ground training from an authorized instructor on the following items unless the person hold teaching credentials per 61.183

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	The learning process			
	Elements of effective teaching			
	Student evaluation and testing			
	Course development			
	Lesson planning			
	Classroom training techniques			

The following are ground training logs that cover all aeronautical knowledge areas for the Instrument Rating. Ground instruction must be logged to cover each of these elements. By completing these tables during the applicants training you will have covered the required aeronautical knowledge areas.

Flight Instructor Instrument Airplane Initial - Flight Proficiency Logbook requirements PART 61.65 (b)(1-10)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Federal Aviation Regulations of this chapter that apply to flight operations under IFR 61.65(b)(1)					
	Appropriate information that applies to flight operations under IFR in the "Aeronautical Information Manual; 61.65(b)(2)					
	Air traffic control system and procedures for instrument flight operations; 61.65(b)(3)					
	IFR navigation and approaches by use of navigation systems; 61.65(b)(4)					
	Use of IFR en route and instrument approach procedure charts; 61.65(b)(5)					
	Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information and personal observation of weather conditions; 61.65(b)(6)					
	Safe and efficient operation of aircraft under instrument flight rules and conditions; 61.65(b)(7)					
	Recognition of critical weather situations and windshear avoidance; 61.65(b)(8)					
	Aeronautical decision making and judgment; 61.65(b)(9)					
	Crew resource management, including crew communication and coordination. 61.65(b)(10)					

Flight Instructor Instrument Airplane Initial - Flight Proficiency Logbook requirements PART 61.187 (a)(b)(7)(I - x)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Fundamentals of Instructing			
	Technical subject areas			
	Preflight preparation			
	Preflight lesson on a maneuver to be performed in flight			
	Air traffic control clearances and procedures			
	Flight by reference to instruments			
	Navigation aids			
	Instrument approach procedures			
	Emergency operations			
	Ground reference maneuvers			
	Slow flight and stalls			
	Basic instrument maneuvers			
	Emergency operations			
	Multiengine operations			
	Post-flight procedures			

Flight Instructor Spin Endorsement FAR 61.183 (i) (1)

Endorsement for Instructional proficiency in Spins

I certify that I have given _____ the instruction required by 61.183 (i)(1) in stall awareness, spin entry, spins and spin recovery procedures and find that he exhibits instructional proficiency in those items.

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for the Fundamentals of Instructing: 61.183 (d), 61.185 (a)(1)(I - vi)

I certify that I have given _____ ground instruction on the fundamentals of instructing required by 61.183 (d) and 61.185 (s)(1)(I - vi). I also find this person prepared to pass the Fundamentals of Instructing (FOI) knowledge test per 61.183 (d)(e).

Signed _____ Date _____
CFI# _____ Expiration _____

Endorsement for the Flight Instructor Instrument Airplane knowledge test: 61.183 (g), 61.187 (b)(7)(I – x)

I certify that I have given _____ ground instruction on the areas of operation required by 61.183 (g) and 61.187 (b)(7)(i– ix) and find them competent to pass the Flight Instructor Instrument Airplane knowledge Test.

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Proficiency: 61.183 (g), 61.187 (b)(7)(i – x)

I certify that I have given _____ flight and ground instruction on the areas of operations included in regulation 61.65 and 61.187 (b)(7)(I – x) and find this person proficient to pass a practical test for the Flight Instructor Instrument Airplane practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

Required if the practical test is failed – Retesting after failure

Additional Flight Instructor Instrument Airplane post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Flight Instructor Instrument Airplane practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

FLIGHT INSTRUCTOR ADDITIONAL RATING – Instrument airplane

61.183 Eligibility requirements

- Hold either a commercial pilot or airline transport pilot certificate with: Airplane category and class rating appropriate to the instructor rating sought
- An instrument rating appropriate to the instructor rating sought
- Pass a knowledge test on the aeronautical knowledge areas listed in 61.187(b) in this case the FII test
- Pass the required practical test
- Log at least 15 hours as PIC in airplane category with single engine class

The following are ground training logs that cover all aeronautical knowledge areas for the Instrument Rating. Ground instruction must be logged to cover each of these elements. By completing these tables during the applicants training you will have covered the required aeronautical knowledge areas.

Flight Instructor Instrument Airplane Additional Rating - Flight Proficiency Logbook requirements PART 61.65 (b)(1-10)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED	
	Federal Aviation Regulations of this chapter that apply to flight operations under IFR 61.65(b)(1)				
	Appropriate information that applies to flight operations under IFR in the "Aeronautical Information Manual; 61.65(b)(2)				
	Air traffic control system and procedures for instrument flight operations; 61.65(b)(3)				
	IFR navigation and approaches by use of navigation systems; 61.65(b)(4)				
	Use of IFR en route and instrument approach procedure charts; 61.65(b)(5)				
	Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information and personal observation of weather conditions; 61.65(b)(6)				
	Safe and efficient operation of aircraft under instrument flight rules and conditions; 61.65(b)(7)				
	Recognition of critical weather situations and windshear avoidance; 61.65(b)(8)				
	Aeronautical decision making and judgment; 61.65(b)(9)				
	Crew resource management, including crew communication and coordination. 61.65(b)(10)				

Flight Instructor Instrument Airplane Additional Rating - Flight Proficiency Logbook requirements PART 61.187 (a)(b)(7)(I – x)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Fundamentals of instructing			
	Technical subject areas			
	Preflight preparation			
	Preflight lesson on a maneuver to be performed in flight			
	Air traffic control clearances and procedures			
	Flight by reference to instruments			
	Navigation aids			
	Instrument approach procedures			
	Emergency operations			
	Ground reference maneuvers			
	Slow flight and stalls			
	Basic instrument maneuvers			
	Emergency operations			
	Multiengine operations			
	Post-flight procedures			

Endorsement for the Flight Instructor Instrument Airplane knowledge test: 61.183 (g), 61.187 (b)(7)(I – x)

I certify that I have given _____ ground instruction on the areas of operation required by 61.183 (g) and 61.187 (b)(7)(i– ix) and find them competent to pass the Flight Instructor Instrument Airplane knowledge Test.

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Proficiency: 61.183 (g), 61.187 (b)(7)(i – x), 61.191

I certify that I have given _____ flight and ground instruction on the areas of operations included in regulation 61.65 and 61.187 (b)(7)(I – x) and find this person proficient to pass a practical test for the addition of an Instrument Airplane rating to their existing Flight Instructor certificate.

Signed _____ Date _____

CFI# _____ Expiration _____

Required if the practical test is failed – Retesting after failure

Additional Flight Instructor Instrument Airplane post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Flight Instructor Instrument Airplane additional rating practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

FLIGHT INSTRUCTOR INITIAL – Airplane Multi Engine

61.183 Eligibility requirements

- Be at least 18 years old of age
- Be able to read, speak, write and understand the English Language
- Hold either a commercial pilot or airline transport pilot certificate with: Airplane category and class rating appropriate to the instructor rating sought
- An instrument rating appropriate to the instructor rating sought
- Logbook endorsement from an authorized instructor on the fundamentals of instructing listed in 61.185 appropriate to the required knowledge test
- Pass a knowledge test on the fundamentals of instructing unless the person holds teaching credentials per the regulation
- Pass a knowledge test on the aeronautical knowledge areas listed in 61.187(b) in this case the FIA test
- Pass the required practical test
- Receive spin training and an endorsement 61.183 (i)(1)(2)
- Log at least 15 hours as PIC in airplane category with single engine class

61.185 Aeronautical knowledge

The applicant **MUST** receive and log ground training from an authorized instructor on the following items unless the person hold teaching credentials per 61.183

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	The learning process			
	Elements of effective teaching			
	Student evaluation and testing			
	Course development			
	Lesson planning			
	Classroom training techniques			

The following are ground training logs that cover all aeronautical knowledge areas for Private and Commercial pilots. Ground instruction must be logged to cover each of these elements. By completing these tables during the applicants training you will have covered the required aeronautical knowledge areas.

Flight Instructor - Private Pilot Aeronautical Knowledge Logbook requirements PART 61.105(b)(1 – 13)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations 61.105(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.105(b)(2)					
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.105(b)(3)					
	Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems 61.105(b)(4)					
	Radio communication procedures 61.105(b)(5)					
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.105(b)(6)					
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.105(b)(7)					
	Effects of density altitude on takeoff and climb performance 61.105(b)(8)					
	Weight and balance computations 61.105(b)(9)					
	Principles of aerodynamics, powerplants, and aircraft systems 61.105(b)(10)					
	Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings 61.105(b)(11)					
	Aeronautical decision making and judgment 61.105(b)(12)					
	Preflight action that includes 61.105(b)(13) 7) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.105(b)(13)(i) 8) How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.105(b)(13)(ii)					

Flight Instructor - Commercial Pilot Aeronautical Knowledge Logbook requirements PART 61.125(b)(1 – 15)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations 61.125(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.125(b)(2)					
	Basic aerodynamics and the principles of flight 61.125(b)(3)					
	Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts 61.125(b)(4)					
	Safe and efficient operation of aircraft 61.125(b)(5)					
	Weight and balance computations 61.125(b)(6)					
	Use of performance charts 61.125(b)(7)					
	Significance and effects of exceeding aircraft performance limitations 61.125(b)(8)					
	Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning 61.125(b)(9)					
	Use of air navigation facilities 61.125(b)(10)					
	Aeronautical decision making and judgment 61.125(b)(11)					
	Principles and functions of aircraft systems 61.125(b)(12)					
	Maneuvers, procedures, and emergency operations appropriate to the aircraft 61.125(b)(13)					
	Night and high-altitude operations 61.125(b)(14)					
	Procedures for operating within the National Airspace System 61.125(b)(15)					

Flight Instructor AME Initial - Flight Proficiency **Logbook requirements PART 61.187 (a)(b)(2)(I – xv)**

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Fundamentals of instructing			
	Technical subject areas			
	Preflight preparation			
	Preflight lesson on a maneuver to be performed in flight			
	Preflight procedures			
	Airport operations			
	Takeoffs, landings and go-arounds			
	Fundamentals of flight			
	Performance maneuvers			
	Ground reference maneuvers			
	Slow flight and stalls			
	Basic instrument maneuvers			
	Emergency operations			
	Multiengine operations			
	Post-flight procedures			

Flight Instructor Spin Endorsement FAR 61.183 (i) (1)

Endorsement for Instructional proficiency in Spins

I certify that I have given _____ the instruction required by 61.183 (i)(1) in stall awareness, spin entry, spins and spin recovery procedures and find that he exhibits instructional proficiency in those items.

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Fundamentals of Instructing: 61.183 (d), 61.185 (a)(1)(I – vi)

I certify that I have given _____ ground instruction on the fundamentals of instructing required by 61.183 (d) and 61.185 (s)(1)(I – vi). I also find this person prepared to pass the Fundamentals of Instructing (FOI) knowledge test per 61.183 (d)(e).

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Instructor Airplane knowledge test: 61.183 (g), 61.187 (b)(1)(i – xiv)

I certify that I have given _____ ground instruction on the areas of operation required by 61.183 (g) and 61.187 (b)(2)(i– xv) and find them competent to pass the Flight Instructor Airplane knowledge Test (FIA).

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Proficiency: 61.183 (g), 61.187 (b)(2)(i – xv)

I certify that I have given _____ flight and ground instruction on the areas of operations included in regulation 61.105, 61.127 and 61.187 (b)(2)(i – xv) and find this person proficient to pass a practical test for the Flight Instructor Airplane Multi Engine practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

Required if the practical test is failed – Retesting after failure

Additional Flight Instructor Airplane Multi Engine post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Flight Instructor Airplane Multi Engine practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

FLIGHT INSTRUCTOR ADDITIONAL RATING – Airplane Multi Engine

61.183 Eligibility requirements

- An instrument rating appropriate to the instructor rating sought
- Pass a knowledge test on the fundamentals of instructing unless the person holds teaching credentials per the regulation
- Pass a knowledge test on the aeronautical knowledge areas listed in 61.187(b) in this case the FIA test (Unless previously passed)
- Pass the required practical test
- Receive spin training and an endorsement 61.183 (i)(1)(2) (Unless previously tested)
- Log at least 15 hours as PIC in airplane category with single engine class

The following are ground training logs that cover all aeronautical knowledge areas for Private and Commercial pilots. Ground instruction must be logged to cover each of these elements. By completing these tables during the applicants training you will have covered the required areas.

Flight Instructor - Private Pilot Aeronautical Knowledge Logbook requirements PART 61.105(b)(1 – 13)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations 61.105(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.105(b)(2)					
	Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars 61.105(b)(3)					
	Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems 61.105(b)(4)					
	Radio communication procedures 61.105(b)(5)					
	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts 61.105(b)(6)					
	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence 61.105(b)(7)					
	Effects of density altitude on takeoff and climb performance 61.105(b)(8)					
	Weight and balance computations 61.105(b)(9)					
	Principles of aerodynamics, powerplants, and aircraft systems 61.105(b)(10)					
	Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings 61.105(b)(11)					
	Aeronautical decision making and judgment 61.105(b)(12)					
	Preflight action that includes 61.105(b)(13) 9) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements 61.105(b)(13)(i) 10) How to plan for alternatives if the planned flight cannot be completed or delays are encountered 61.105(b)(13)(ii)					

Flight Instructor - Commercial Pilot Aeronautical Knowledge Logbook requirements PART 61.125(b)(1 – 15)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations 61.125(b)(1)					
	Accident reporting requirements of the National Transportation Safety Board 61.125(b)(2)					
	Basic aerodynamics and the principles of flight 61.125(b)(3)					
	Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts 61.125(b)(4)					
	Safe and efficient operation of aircraft 61.125(b)(5)					
	Weight and balance computations 61.125(b)(6)					
	Use of performance charts 61.125(b)(7)					
	Significance and effects of exceeding aircraft performance limitations 61.125(b)(8)					
	Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning 61.125(b)(9)					
	Use of air navigation facilities 61.125(b)(10)					
	Aeronautical decision making and judgment 61.125(b)(11)					
	Principles and functions of aircraft systems 61.125(b)(12)					
	Maneuvers, procedures, and emergency operations appropriate to the aircraft 61.125(b)(13)					
	Night and high-altitude operations 61.125(b)(14)					
	Procedures for operating within the National Airspace System 61.125(b)(15)					

Flight Instructor AME Additional Rating - Flight Proficiency **Logbook requirements PART 61.187 (a)(b)(2)(I – xv)**

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
	Technical subject areas			
	Preflight preparation			
	Preflight lesson on a maneuver to be performed in flight			
	Preflight procedures			
	Airport operations			
	Takeoffs, landings and go-arounds			
	Fundamentals of flight			
	Performance maneuvers			
	Ground reference maneuvers			
	Slow flight and stalls			
	Basic instrument maneuvers			
	Emergency operations			
	Multiengine operations			
	Post-flight procedures			

Flight Instructor Spin Endorsement FAR 61.183 (i) (1)

Endorsement for Instructional proficiency in Spins

I certify that I have given _____ the instruction required by 61.183 (i)(1) in stall awareness, spin entry, spins and spin recovery procedures and find that he exhibits instructional proficiency in those items.

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Instructor Airplane knowledge test: 61.183 (g), 61.187 (b)(1)(i – xiv)

I certify that I have given _____ ground instruction on the areas of operation required by 61.183 (g) and 61.187 (b)(2)(i– xv) and find them competent to pass the Flight Instructor Airplane knowledge Test (FIA).

Signed _____ Date _____

CFI# _____ Expiration _____

Endorsement for the Flight Proficiency: 61.183 (g), 61.187 (b)(2)(i – xv), 61.191

I certify that I have given _____ flight and ground instruction on the areas of operations included in regulation 61.105, 61.127 and 61.187 (b)(2)(i – xv) and find this person proficient to pass a practical test for the addition of an Airplane Multi Engine rating to their existing Flight Instructor certificate.

Signed _____ Date _____

CFI# _____ Expiration _____

Required if the practical test is failed – Retesting after failure

Additional Flight Instructor Airplane Multi Engine post practical test training for deficiencies: 61.49(a)(1)(2)

I certify that I have given _____ the additional flight and/or ground training as required by 61.49(a)(1). I have determined that he/she is prepared for the Flight Instructor Airplane Multi Engine additional rating practical test.

Signed _____ Date _____

CFI# _____ Expiration _____

Sport Pilot Certification 61.301 – 61.329

§ 61.305 What are the age and language requirements for a sport pilot certificate?

To be eligible for a sport pilot certificate you must:

- Be at least 17 years old (or 16 years old if you are applying to operate a glider or balloon).
- Be able to read, speak, write, and understand English. If you cannot read, speak, write, and understand English because of medical reasons, the FAA may place limits on your certificate as are necessary for the safe operation of light-sport aircraft.

§ 61.307 What tests do I have to take to obtain a sport pilot certificate?

To obtain a sport pilot certificate, you must pass the following tests:

(a) *Knowledge test.* You must pass a knowledge test on the applicable aeronautical knowledge areas listed in §61.309. Before you may take the knowledge test for a sport pilot certificate, you must receive a logbook **endorsement** from the authorized instructor who trained you or reviewed and evaluated your home-study course on the aeronautical knowledge areas listed in §61.309 certifying you are prepared for the test.

(b) *Practical test.* You must pass a practical test on the applicable areas of operation listed in §§61.309 and 61.311. Before you may take the practical test for a sport pilot certificate, you must receive a logbook **endorsement** from the authorized instructor who provided you with flight training on the areas of operation specified in §§61.309 and 61.311 in preparation for the practical test. This **endorsement** certifies that you meet the applicable aeronautical knowledge and experience requirements and are prepared for the practical test.

§ 61.309 What aeronautical knowledge must I have to apply for a sport pilot certificate?

Except as specified in §61.329, to apply for a sport pilot certificate you must receive and log ground training from an authorized instructor or complete a home-study course on the following aeronautical knowledge areas:

1. Applicable regulations of this chapter that relate to sport pilot privileges, limits, and flight operations.
2. Accident reporting requirements of the National Transportation Safety Board.
3. Use of the applicable portions of the aeronautical information manual and FAA advisory circulars.
4. Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate.
5. Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.
6. Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.
7. Effects of density altitude on takeoff and climb performance.
8. Weight and balance computations.
9. Principles of aerodynamics, powerplants, and aircraft systems.
10. Stall awareness, spin entry, spins, and spin recovery techniques, as applicable.
11. Aeronautical decision making and risk management.
12. Preflight actions that include—
 - a. How to get information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and
 - b. How to plan for alternatives if the planned flight cannot be completed or if you encounter delays.

Sport Pilot Aeronautical Knowledge Logbook requirements PART 61.309(a - i)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON	TOTAL ACCUMULATED
1	Applicable regulations of this chapter that relate to sport pilot privileges, limits, and flight operations			
2	Accident reporting requirements of the National Transportation Safety Board			
3	Use of the applicable portions of the aeronautical information manual and FAA advisory circulars			
4	Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate			
5	Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts			
6	Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence			
7	Effects of density altitude on takeoff and climb performance			
8	Weight and balance computations			
9	Principles of aerodynamics, powerplants, and aircraft systems			
10	Stall awareness, spin entry, spins, and spin recovery techniques, as applicable			
11	Aeronautical decision making and risk management			
12	Preflight action that includes— <ul style="list-style-type: none"> a. How to get information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements b. How to plan for alternatives if the planned flight cannot be completed or if you encounter delays 			

§ 61.311 What flight proficiency requirements must I meet to apply for a sport pilot certificate?

Except as specified in §61.329, to apply for a sport pilot certificate you must receive and log ground and flight training from an authorized instructor on the following areas of operation, as appropriate, for airplane single-engine land or sea, glider, gyroplane, airship, balloon, powered parachute land or sea, and weight-shift-control aircraft land or sea privileges:

1. Preflight preparation.
2. Preflight procedures.
3. Airport, seaplane base, and gliderport operations, as applicable.
4. Takeoffs (or launches), landings, and go-arounds.
5. Performance maneuvers, and for gliders, performance speeds.
6. Ground reference maneuvers (not applicable to gliders and balloons).
7. Soaring techniques (applicable only to gliders).
8. Navigation.
9. Slow flight (not applicable to lighter-than-air aircraft and powered parachutes).
10. Stalls (not applicable to lighter-than-air aircraft, gyroplanes, and powered parachutes).
11. Emergency operations.
12. Post-flight procedures.

Sport Pilot Flight Proficiency Logbook requirements PART 61.311 (a – k)

DATE	SUBJECT(S)	INSTRUCTOR ENDORSEMENT	TIME THIS LESSON		TOTAL ACCUMULATED	
	Preflight preparation					
	Preflight procedures					
	Airport, seaplane base, and gliderport operations, as applicable					
	Takeoffs (or launches), landings, and go-arounds					
	Performance maneuvers, and for gliders, performance speeds					
	Ground reference maneuvers (not applicable to gliders and balloons)					
	Soaring techniques (applicable only to gliders).					
	Navigation					
	Slow flight (not applicable to lighter-than-air aircraft and powered parachutes).					
	Stalls (not applicable to lighter-than-air aircraft, gyroplanes, and powered parachutes).					
	Emergency operations					
	Post-flight procedures.					

§ 61.313 What aeronautical experience must I have to apply for a sport pilot certificate?

Except as specified in §61.329, use the following table to determine the aeronautical experience you must have to apply for a sport pilot certificate:

If you are applying for a sport pilot certificate with . . .	Then you must log at least . . .	Which must include at least . . .
(a) Airplane category and single-engine land or sea class privileges,	(1) 20 hours of flight time, including at least 15 hours of flight training from an authorized instructor in a single-engine airplane and at least 5 hours of solo flight training in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 75 nautical miles total distance, with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.
(b) Glider category privileges, and you have not logged at least 20 hours of flight time in a heavier-than-air aircraft,	(1) 10 hours of flight time in a glider, including 10 flights in a glider receiving flight training from an authorized instructor and at least 2 hours of solo flight training in the areas of operation listed in §61.311,	(i) Five solo launches and landings, and (ii) 3 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.
(c) Glider category privileges, and you have logged 20 hours flight time in a heavier-than-air aircraft,	(1) 3 hours of flight time in a glider, including five flights in a glider while receiving flight training from an authorized instructor and at least 1 hour of solo flight training in the areas of operation listed in §61.311,	(i) Three solo launches and landings, and (ii) 3 hours of flight training with an authorized instructor on those areas of operation specified in §61.311, in preparation for the practical test within the preceding 2 calendar months from the month of the test.
(d) Rotorcraft category and gyroplane class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in a gyroplane and at least 5 hours of solo flight training in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.
(e) Lighter-than-air category and airship class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in an airship and at least 3 hours performing the duties of pilot in command in an airship with an authorized instructor in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, (ii) Three takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One cross-country flight of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.
(f) Lighter-than-air	(1) 7 hours of flight time in a balloon,	(i) 2 hours of cross-country flight training, and (ii) 3 hours of

category and balloon class privileges,	including three flights with an authorized instructor and one flight performing the duties of pilot in command in a balloon with an authorized instructor in the areas of operation listed in §61.311,	flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.
(g) Powered parachute category land or sea class privileges,	(1) 12 hours of flight time in a powered parachute, including 10 hours flight training and, and at least 2 hours solo flight training in the areas of operation listed in §61.311.	(i) 1 hour of cross-country flight training, (ii) 20 takeoffs and landings to a full stop in a powered parachute with each landing involving flight in the traffic pattern at an airport; (iii) 10 solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iv) One solo flight with a landing at a different airport and one segment of the flight consisting of a straight-line distance of at least 10 nautical miles between takeoff and landing locations, and (v) 3 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.
(h) Weight-shift-control aircraft category land or sea class privileges,	(1) 20 hours of light time, including 15 hours of flight training from an authorized instructor in a weight-shift-control aircraft and at least 5 hours of solo flight training in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between takeoff and landing locations, and (iv) 3 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.

§ 61.303 If I want to operate a light-sport aircraft, what operating limits and endorsement requirements in this subpart must I comply with?

(a) Use the following table to determine what operating limits and **endorsement** requirements in this subpart, if any, apply to you when you operate a light-sport aircraft. The medical certificate specified in this table must be in compliance with §61.2 in regards to currency and validity. If you hold a recreational pilot certificate, but not a medical certificate, you must comply with cross country requirements in §61.101 (c), even if your flight does not exceed 50 nautical miles from your departure airport. You must also comply with requirements in other subparts of this part that apply to your certificate and the operation you conduct.

If you hold	And you hold	Then you may operate	And
(1) A medical certificate	(i) A sport pilot certificate,	(A) Any light sport aircraft for which you hold the endorsements required for its category, class, make and model,	(1) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.
	(ii) At least a recreational pilot certificate with a category and class rating,	(A) Any light sport aircraft in that category and class,	(1) You do not have to hold any of the endorsements required by this subpart, nor do you have to comply with the limitations in §61.315.
	(iii) At least a recreational pilot certificate but not a rating for the category and class of light sport aircraft you operate,	(A) That light sport aircraft, only if you hold the endorsements required in §61.321 for its category and class,	(1) You must comply with the limitations in §61.315, except §61.315(c)(14) and, if a private pilot or higher, §61.315(c)(7).
(2) Only a U.S. driver's license	(i) A sport pilot certificate,	(A) Any light sport aircraft for which you hold the endorsements required for its category, class, make and	(1) You must hold any other endorsements required by this subpart, and comply with the limitations in

		model,	§61.315.
	(ii) At least a recreational pilot certificate with a category and class rating,	(A) Any light sport aircraft in that category and class,	(1) You do not have to hold any of the endorsements required by this subpart, but you must comply with the limitations in §61.315.
	(iii) At least a recreational pilot certificate but not a rating for the category and class of light-sport aircraft you operate,	(A) That light sport aircraft, only if you hold the endorsements required in §61.321 for its category and class,	(1) You must comply with the limitations in §61.315, except §61.315(c)(14) and, if a private pilot or higher, §61.315(c)(7).
(3) Neither a medical certificate nor a U.S. driver's license	(i) A sport pilot certificate,	(A) Only a light sport glider or balloon for which you hold the endorsements required for its category, class, make and model,	(1) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.
	(ii) At least a private pilot certificate with a category and class rating for glider or balloon,	(A) Only a light sport glider or balloon in that category and class,	(1) You do not have to hold any of the endorsements required by this subpart, but you must comply with the limitations in §61.315.
	(iii) At least a private pilot certificate but not a rating for glider or balloon,	(A) Only a light sport glider or balloon, if you hold the endorsements required in §61.321 for its category and class,	(1) You must comply with the limitations in §61.315, except §61.315(c)(14) and, if a private pilot or higher, §61.315(c)(7).

(b) A person using a U.S. driver's license to meet the requirements of this paragraph must—

- (1) Comply with each restriction and limitation imposed by that person's U.S. driver's license and any judicial or administrative order applying to the operation of a motor vehicle;
- (2) Have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (if the person has applied for a medical certificate);
- (3) Not have had his or her most recently issued medical certificate (if the person has held a medical certificate) suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn; and
- (4) Not know or have reason to know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner.

§ 61.315 What are the privileges and limits of my sport pilot certificate?

- (a) If you hold a sport pilot certificate you may act as pilot in command of a light-sport aircraft, except as specified in paragraph (c) of this section.
- (b) You may share the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees. You must pay at least half the operating expenses of the flight.
- (c) You may not act as pilot in command of a light-sport aircraft:
 - (1) That is carrying a passenger or property for compensation or hire.
 - (2) For compensation or hire.
 - (3) In furtherance of a business.
 - (4) While carrying more than one passenger.
 - (5) At night.
 - (6) In Class A airspace.
 - (7) In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower unless you have met the requirements specified in §61.325.
 - (8) Outside the United States, unless you have prior authorization from the country in which you seek to operate. Your sport pilot certificate carries the limit "Holder does not meet ICAO requirements."
 - (9) To demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson.
 - (10) In a passenger-carrying airlift sponsored by a charitable organization.
 - (11) At an altitude of more than 10,000 feet MSL.
 - (12) When the flight or surface visibility is less than 3 statute miles.
 - (13) Without visual reference to the surface.

- (14) If the aircraft has a V_H that exceeds 87 knots CAS, unless you have met the requirements of §61.327.
- (15) Contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown.
- (16) Contrary to any limit or **endorsement** on your pilot certificate, airman medical certificate, or any other limit or **endorsement** from an authorized instructor.
- (17) Contrary to any restriction or limitation on your U.S. driver's license or any restriction or limitation imposed by judicial or administrative order when using your driver's license to satisfy a requirement of this part.
- (18) While towing any object.
- (19) As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted.

§ 61.317 Is my sport pilot certificate issued with aircraft category and class ratings?

Your sport pilot certificate does not list aircraft category and class ratings. When you successfully pass the practical test for a sport pilot certificate, regardless of the light-sport aircraft privileges you seek, the FAA will issue you a sport pilot certificate without any category and class ratings. The FAA will provide you with a logbook **endorsement** for the category, class, and make and model of aircraft in which you are authorized to act as pilot in command.

§ 61.319 Can I operate a make and model of aircraft other than the make and model aircraft for which I have received an endorsement?

If you hold a sport pilot certificate you may operate any make and model of light-sport aircraft in the same category and class and within the same set of aircraft as the make and model of aircraft for which you have received an **endorsement**.

§ 61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft?

If you hold a sport pilot certificate and seek to operate an additional category or class of light-sport aircraft, you must—

- (a) Receive a logbook **endorsement** from the authorized instructor who trained you on the applicable aeronautical knowledge areas specified in §61.309 and areas of operation specified in §61.311. The **endorsement** certifies you have met the aeronautical knowledge and flight proficiency requirements for the additional light-sport aircraft privilege you seek;
- (b) Successfully complete a proficiency check from an authorized instructor other than the instructor who trained you on the aeronautical knowledge areas and areas of operation specified in §§61.309 and 61.311 for the additional light-sport aircraft privilege you seek;
- (c) Complete an application for those privileges on a form and in a manner acceptable to the FAA and present this application to the authorized instructor who conducted the proficiency check specified in paragraph (b) of this section; and
- (d) Receive a logbook **endorsement** from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying you are proficient in the applicable areas of operation and aeronautical knowledge areas, and that you are authorized for the additional category and class light-sport aircraft privilege.

§ 61.323 How do I obtain privileges to operate a make and model of light-sport aircraft in the same category and class within a different set of aircraft?

If you hold a sport pilot certificate and seek to operate a make and model of light-sport aircraft in the same category and class but within a different set of aircraft as the make and model of aircraft for which you have received an **endorsement**, you must—

- (a) Receive and log ground and flight training from an authorized instructor in a make and model of light-sport aircraft that is within the same set of aircraft as the make and model of aircraft you intend to operate;
- (b) Receive a logbook **endorsement** from the authorized instructor who provided you with the aircraft specific training specified in paragraph (a) of this section certifying you are proficient to operate the specific make and model of light-sport aircraft.

§ 61.325 How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower?

If you hold a sport pilot certificate and seek privileges to operate a light-sport aircraft in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower, you must receive and log ground and flight training. The authorized instructor who provides this training must provide a logbook **endorsement** that certifies you are proficient in the following aeronautical knowledge areas and areas of operation:

- (a) The use of radios, communications, navigation system/facilities, and radar services.
- (b) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.
- (c) Applicable flight rules of part 91 of this chapter for operations in Class B, C, and D airspace and air traffic control clearances.

§ 61.327 How do I obtain privileges to operate a light-sport aircraft that has a V_H greater than 87 knots CAS?

If you hold a sport pilot certificate and you seek to operate a light-sport aircraft that has a V_H greater than 87 knots CAS you must—

- (a) Receive and log ground and flight training from an authorized instructor in an aircraft that has a V_H greater than 87 knots CAS; and
- (b) Receive a logbook **endorsement** from the authorized instructor who provided the training specified in paragraph (a) of this section certifying that you are proficient in the operation of light-sport aircraft with a V_H greater than 87 knots CAS.

§ 61.329 Are there special provisions for obtaining a sport pilot certificate for persons who are registered ultralight pilots with an FAA-recognized ultralight organization?

(a) If you are a registered ultralight pilot with an FAA-recognized ultralight organization use the following table to determine how to obtain a sport pilot certificate.

If you are . . .	Then you must . . .
(1) A registered ultralight pilot with an FAA-recognized ultralight organization on or before September 1, 2004, and you want to apply for a sport pilot certificate	(i) Not later than January 31, 2007—
	(A) Meet the eligibility requirements in §§61.305 and 61.23, but not the aeronautical knowledge requirements specified in §61.309, the flight proficiency requirements specified in §61.311, and the aeronautical experience requirements specified in §61.313,
	(B) Pass the knowledge test for a sport pilot certificate specified in §61.307 or the knowledge test for a flight instructor certificate with a sport pilot rating specified in §61.405,
	(C) Pass the practical test for a sport pilot certificate specified in §61.307,
	(D) Provide the FAA with a certified copy of your ultralight pilot records from an FAA-recognized ultralight organization, and those records must
	(1) Document that you are a registered ultralight pilot with that FAA-recognized ultralight organization, and
	(2) Indicate that you are recognized to operate each category and class of aircraft for which you seek sport pilot privileges.
(2) A registered ultralight pilot with an FAA-recognized ultralight organization after September 1, 2004, and you want to apply for a sport pilot certificate	(i) Meet the eligibility requirements in §§61.305 and 61.23, (ii) Meet the aeronautical knowledge requirements specified in §61.309, the flight proficiency requirements specified in §61.311, and aeronautical experience requirements specified in §61.313; however, you may credit your ultralight aeronautical experience in accordance with §61.52 toward the requirements in §§61.309, 61.311, and 61.313,

	(iii) Pass the knowledge and practical tests for a sport pilot certificate specified in §61.307, and
	(iv) Provide the FAA with a certified copy of your ultralight pilot records from an FAA-recognized ultralight organization, and those records must
	(A) Document that you are a registered ultralight pilot with that FAA-recognized ultralight organization, and
	(B) Indicate that you are recognized to operate the category and class of aircraft for which you seek sport pilot privileges.

(b) When you successfully pass the practical test for a sport pilot certificate, the FAA will issue you a sport pilot certificate without any category and class ratings. The FAA will provide you with a logbook **endorsement** for the category, class, and make and model of aircraft in which you have successfully passed the practical test and for which you are authorized to act as pilot in command. If you meet the provisions of paragraph (a)(1) of this section, the FAA will provide you with a logbook **endorsement** for each category, class, and make and model of aircraft listed on the ultralight pilot records you provide to the FAA.

Sport Pilot Endorsements

Taking Aeronautical Knowledge Test: 61.35(a) (1) and 61.309

I certify that _____ has received the required training of § 61.309. I have determined that he/she is prepared for the _____ (category and class) knowledge test.

Signed _____ Date _____
CFI# _____ Expiration _____

Taking Flight Proficiency Check for an Additional Category or Class of Aircraft: 61.321

I certify that _____ has received the required training of CFR 61.309 and 61.311. I have determined that he/she is prepared for the _____ (category and class) proficiency check.

Signed _____ Date _____
CFI# _____ Expiration _____

Passing Flight Proficiency Check for an Additional Category or Class of Aircraft: 61.321

I certify that _____ has met the training and endorsement requirements of CFR 61.309 and 61.311. I have determined him/her proficient to act as PIC of _____ (category and class) of light-sport aircraft.

Signed _____ Date _____
CFI# _____ Expiration _____

Taking Sport Pilot Practical Test 61.309, 61.311 and 61.313

I certify that _____ has received the required training of CFR 61.309, 61.311 and met the experience requirements of 61.313. I have determined that he is prepared for the _____ (category and class) practical test.

Signed _____ Date _____
CFI# _____ Expiration _____

Passing the Sport Pilot Practical Test: 61.309 and 61.311 (Required by 61.317 issued by a DPE)

I certify that _____ has met the training and endorsement requirements of CFR 61.309, 61.311 and 61.313. I have determined him/her proficient to act as PIC of a _____ (category and class) of light-sport aircraft.

Signed _____ Date _____
CFI# _____ Expiration _____

Ultralight Pilots Transitioning with Ultralight Organizations under § 61.329

I certify that _____ has presented a certified letter from an FAA recognized ultralight organization that states he/she is qualified to act as PIC of a _____ (category and class) aircraft in accordance with 61.329(b).

Signed _____ Date _____
CFI# _____ Expiration _____

Class B, C, Or D Airspace, At An Airport Located In Class B, C, Or D Airspace, Or To, From, Through, Or On An Airport Having An Operational Control Tower: §61.325

I certify that _____s has received the required training of § 61.325. I have determined he/she is proficient to conduct operations in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or on an airport having an operational control tower.

Signed _____ Date _____
CFI# _____ Expiration _____

Light-Sport Aircraft That Has A VH Greater Than 87 Knots CAS: § 61.327

I certify that _____ has received the required training of § 61.327 in a _____ (Make/Model) I have determined him/her proficient to act as PIC of a light-sport aircraft that has a VH greater than 87 knots CAS.

Signed _____ Date _____
CFI# _____ Expiration _____

Privileges To Operate A Make And Model Of Aircraft In The Same Category And Class Within A Different Set Of Aircraft 61.323

I certify that _____ has received the required training of CFR 61.323 in a _____. I have determined him/her proficient to act as PIC of that light-sport aircraft.

Signed _____ Date _____
CFI# _____ Expiration _____