

PILOT QUALIFICATIONS

FULFILLS PA.I.A, CA.I.A, AI.III.A

Objective	
The student shall understand the privileges and limitations of their certificate and the ancillary documents to maintain that certificates validity. The student shall become familiar with the requirements to maintain currency and proficiency.	
Instructor Actions	Student Actions
<ul style="list-style-type: none">- Present the definitions for category, class, and type, and have the student determine how common aircraft models fit in this taxonomy- Provide scenario based examples on privileges and limitations of certificate being sought- Explain the fundamental difference between currency and proficiency and risk management in unfamiliar aircraft and avionics- Review logbook entries with students- Present <u>FAA AME locator</u>	<ul style="list-style-type: none">- Take notes and participate in instructor's discussion- Print cockpit photo to begin familiarization- Purchase logbook and begin making own logbook entries after future flights- Locate AME and obtain medical certificate
Case Studies	Equipment
<ul style="list-style-type: none">- AOPA Air Safety Institute: <u>Transitioning to Other Airplanes</u>	<ul style="list-style-type: none">- Computer- FAR/AIM- Pilot Logbook
Completion Standards	
The student shall explain the category, class, and type of the training aircraft and the difference between currency and proficiency. The student shall demonstrate proper logbook record keeping.	

ELEMENTS

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RESOURCES

FAA-S-ACS-6C (Private Pilot ACS) - Area I Task A
FAA-S-ACS-7B (Commercial Pilot ACS) - Area I Task A
FAA-S-ACS-25 (CFI ACS) - Area III Task A

61.3	Requirement for certificates, ratings, and authorizations
61.23	Medical certificates
61.31	Type rating requirements
61.51	Pilot logbooks
61.56	Flight review
61.57	Recent flight experience
61.87	Solo requirements for student pilots
61.113	Private pilot privileges and limitations
61.133	Commercial pilot privileges and limitations
91 (N)	Mitsubishi MU-2 special training
119.1	Applicability (air carries and commercial operators)

FAA-H-8083-2 Risk Management Handbook

FAA-H-8083-3C Airplane Flying Handbook Chapter 12-17 Transition to Other Airplanes

FAA-H-8083-25C PHAK Chapter 1: Introduction to Flying

AC 61-142 Sharing Aircraft Operating Expenses in Accordance with 14 CFR § 61.113 (c)

AC 120-12A Private Carriage Versus Common Carriage of Persons or Property

1. CERTIFICATES AND CLASSIFICATIONS

Certificates The physical card you hold is your certificate, specific to the privileges you have been granted – private pilot, commercial pilot, and airline transport pilot. Certificates are further broken down by what aircraft you are permitted to fly.

As is relates to airmen:

Category Categories are a broad classification of aircraft. In the context of certificates, airplane, glider, and rotorcraft are examples of categories. A certificate is valid for the category (and class) of aircraft you took a checkride in. If you take a checkride for a private pilot certificate in an airplane, you cannot fly a rotorcraft.

Class Aircraft are further divided by operating characteristics. Single engine land, single engine sea, multi engine land, multi engine sea, and helicopter

Type Some aircraft require further certification to fly. Aircraft that weigh more than 12500 pounds or are powered by turbojet engines, or as designation require specific training under 61.31 or 91 Subpart N.

2. PRIVILEGES AND LIMITATIONS

Part 61 outlines eligibility requirements, privileges, and limitations for each certificate. Student pilot information can be found in Part 61 Subpart C, private pilot in Subpart E, and commercial pilot in Subpart F.

In general:

Student Pilots:

- May only fly with an instructor or solo
- Must have valid endorsements for solo flight

Private Pilots 61.113

- May fly with passengers or solo
- Cannot pay more than “pro-rata share”, i.e. they’re portion of the flight. If a pilot flies with 2 friends (3 people total), they must pay at least 33% of the expenses. See 61.113.
- Requires a third class medical or BasicMed to exercise private pilot privileges.
- See AC 61-142
- When in doubt, consult the FSDO

Commercial Pilots 61.133

- May fly “for hire” in extremely limited situations, like those under 119.1(e).
- Requires a **second** class medical certificate when exercising commercial pilot privileges (unless serving as required crew member [SIC or CFI], in which case third class per 61.23)
- See AC 120-12A
- There is nothing wrong with a commercial pilot holding out or operating under the exceptions of 119.1(e). However, if you provide pilot and airplane, then you become a carrier or operator. Carriers can hold out if they have an operating certificate!
- Willingness to carry persons or property from place to place for compensation or hire.

3. MEDICAL CERTIFICATES AND BASICMED

61.23 mandates a valid medical certificate to operate an aircraft. The FAA offers three levels of medical certificates: first, second, and third class, with each class offering fewer privileges. The FAR also outlines the valid length of each certificate. Specific requirements about the certificate are found in Part 67.

For a pilot examined when they are under 40:

If you hold	You can exercise privileges up to	
	0-12 months after exam	13-60 months after exam
First Class	ATP	PPL/CFI
Second Class	ATP (SIC) or Commercial	PPL/CFI
Third Class	PPL/CFI	PPL/CFI

For a pilot examined when they are over 40:

If you hold	You can exercise privileges up to		
	0-6 months after exam	6-12 months after exam	12-24 months after
First Class	ATP	Commercial	PPL/CFI
Second Class	ATP (SIC) or Commercial	ATP (SIC) or Commercial	PPL/CFI
Third Class	PPL/CFI	PPL/CFI	PPL/CFI

Under 61.23(b)(7), a CFI need not have a valid medical if they are not acting as PIC.

3.1. BasicMed

BasicMed was created to allow pilots without medicals that have held medicals in the past (after July 14, 2006) to fly. AC 68-1 discusses BasicMed and Part 68 outlines the requirements. Operations under BasicMed are limited to

- Aircraft with 6 seats or fewer
- Max takeoff weight at or below 6000 pounds
- VFR or IFR below 18000 feet and less than 250 knots
- Not for compensation or hire

4. RECENT FLIGHT EXPERIENCE

The FAA requires pilots to maintain a minimum flight recency to carry passengers, detailed in 61.57. To carry passengers, a pilot must have three takeoffs and landings within the preceding 90 days in the same category, class, and type (if required). Additionally, if they are operating a tailwheel aircraft with passengers, those takeoffs and landings must be completed in a tailwheel aircraft.

Similarly, to carry passengers 1 hour after sunset to 1 hour before sunrise, the pilot must have completed three takeoffs and landings within the preceding 90 days also 1 hour after sunset to 1 hour before sunrise. The pilot is allowed to fly between the end of civil twilight to 1 hour after sunset and 1 hour before sunrise to the beginning of civil twilight without holding night currency while still logging night time with passengers.

To act as PIC in any capacity, the pilot must have received a flight review in the preceding 24 months under 61.56. The regulation also states that a checkride is sufficient to count as a flight review.

5. PROFICIENCY AND CURRENCY

Simply meeting minimum legal requirements may be insufficient for safe aircraft operation. Proficiency is the skill and ability of the pilot. Currency is their legal requirements that must be met. One does not imply the other.

5.1. Risks Associated with Flying Unfamiliar Airplanes

Watch this pilot transition too quickly to an airplane he was not fully proficient in.

6. DOCUMENTS REQUIRED

Under 61.3, the FAA requires the following documents be readily accessible and available upon request to The Administrator, NTSB, TSA, or local law enforcement:

1. **Photo ID**
2. **FAA Certificate**
3. **Medical Certificate**
4. Logbook with necessary solo endorsements (student pilots only), outlined in 61.51(i)(2-4).
5. Restricted radiotelephone operators permit (international flights only), different than the radio station license required for the aircraft

7. RECORD KEEPING

The FAA requires pilots to record flights and hours that are used toward achieving a rating, per 61.51.

Flight instructors must sign the logbook of each student they give dual instruction. They also must keep

- a. The name of each solo endorsed student and date of the endorsement
- b. The name of each **knowledge** or **practical test** student, and kind of test, date, and result

For 3 years.