



AC NO: 61-65

DATE: 9/5/73

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: PART 61 (REVISED) CERTIFICATION: PILOT AND FLIGHT INSTRUCTORS

1. PURPOSE. This Advisory Circular informs pilots and flight instructors of the changes in Part 61, revised January 23, 1973, their effects, and the standards and procedures which will be used in implementing them. The information contained herein is intended as general information for pilots who are preparing for certificates and ratings. A separate Advisory Circular will cover the new rules affecting pilots of aircraft which require more than one pilot.
 2. BACKGROUND AND EFFECTIVE DATES. Part 61 (revised) was adopted January 23, 1973, pursuant to Notices of Proposed Rule Making 71-8, 71-8A, and 72-9, as Federal Aviation Regulations Amendments 61-60 and 91-111, with effective dates as follows:
 - a. The general effective date for all provisions of Part 61 (revised) which do not bear other effective dates is November 1, 1973.
 - b. Between November 1, 1973, and November 1, 1974, an applicant for a certificate or a rating may meet the requirements of either Part 61 (revised) or present Part 61, as amended, through Transmittal 10, Volume IX of the FAR.
 - c. Holders of valid flight instructor ratings made obsolete by the new Part may exchange them as outlined under Section 61.201 for equivalent ratings until November 1, 1975.
 - d. Biennial flight reviews and periodic proficiency checks introduced by the amendment will be required for pilot-in-command operations conducted after November 1, 1974.
 3. CERTIFICATION BETWEEN NOVEMBER 1, 1973, AND NOVEMBER 1, 1974. Part 61 (revised) provides that an applicant for a pilot certificate or rating between November 1, 1973, and November 1, 1974, may elect to meet
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either the pertinent requirements of Part 61 (revised) or those in effect immediately before the effective date of the new Part.

4. NEW CONCEPT IN PILOT TRAINING AND TESTING.

- a. As explained in its preamble, Part 61 (revised) introduces a new "total operational training concept" in pilot training and testing. Instructors will be responsible for training their students to competence in the piloting operations prescribed by the Part, rather than just the performance of certain flight maneuvers. The oral and flight test for a pilot certificate will consist of an evaluation of the applicant's ability to conduct these operations safely. This evaluation will be based on the applicant's performance of procedures and maneuvers selected by the examiner at the time of the test from the appropriate flight test guide.
- b. For example, a private pilot airplane applicant must have logged flight instruction and his logbook must be endorsed by an authorized flight instructor who has found him competent to perform each of the pilot operations listed under Sections 61.107(a)(1) through (10). The various flight maneuvers associated with each of the pilot operational areas are found under similar titles in the Private Pilot Flight Test Guide (AC 61-54). At the time of the flight check the examiner will select for demonstration one or more procedures or maneuvers from each required pilot operational area to evaluate the applicant's competence. Each of the flight maneuvers listed in the flight test guide is discussed and explained in Advisory Circular 61-21, "Flight Training Handbook."
- c. The above example is typical of the pilot training and testing procedures prescribed for other certificates and ratings under Part 61 (revised).

5. WRITTEN TESTS.

- a. Written tests for pilot certificates or ratings cover all aeronautical subject areas in which ground instruction or home study is required by the Part 61 (revised) for the certificate or rating sought.
- b. Written tests are administered only to applicants who show evidence of satisfactory completion of the ground instruction or home study required under Part 61 (revised).

6. EVIDENCE OF GROUND INSTRUCTION OR HOME STUDY COURSES. An applicant for a pilot or flight instructor written test is required to show that he has satisfactorily completed the ground instruction or home study course required for the certificate or rating sought. A home study course for the purposes of Part 61 (revised) is a course of study in those aeronautical subject areas specified by the applicable regulation and organized by a pilot school, publisher, flight or ground instructor, or by the

student himself. (The applicant may develop a home study course from material described in the appropriate written test examination guide published by the FAA.) Any one of the following may be accepted as evidence of meeting this requirement:

- a. A certificate of graduation from a pilot training course appropriate to the certificate or rating sought conducted by an FAA certificated pilot school, or a statement of accomplishment from the school certifying to the satisfactory completion of the ground school portion of such a course.
- b. A written statement from an FAA certificated ground or flight instructor, certifying that the applicant has satisfactorily completed the ground instruction required for the certificate or rating sought.
- c. Logbook entries certified by an FAA certificated ground or flight instructor, showing satisfactory completion of the ground instruction required for the certificate or rating sought.
- d. A certificate of graduation or statement of accomplishment from a ground school course appropriate to the certificate or rating sought conducted by an agency such as a high school, college, adult education program, the Civil Air Patrol, or an ROTC Flight Training Program.
- e. A certificate of graduation from an aviation home study course appropriate to the certificate or rating sought.
- f. A written statement from an FAA certificated ground or flight instructor, certifying that he has personally reviewed the applicant's completion of an aviation home study course appropriate to the certificate or rating sought and has found that he has satisfactorily completed this course.
- g. An applicant who is unable to provide any of the above when applying for the test may bring with him the aviation home study course he has completed. The inspector will review it and may question the applicant to determine that he has completed it.

NOTE. Applicants are encouraged to obtain the necessary ground instruction as described in paragraphs a through f. Those who elect to apply for a written test, as described in paragraph g, must have their qualifications reviewed at the general aviation district office. This review will be conducted on an appointment basis only, due to the FAA inspector workload.

7. EVIDENCE OF AGE. Applicants for written examinations, if requested, must provide documentary evidence that they meet or will meet the minimum age requirements not later than two years after the date of application for the written test. The following may be accepted as evidence of meeting the minimum age requirements:

- a. Birth Certificate;
 - b. Marriage Licenses;
 - c. Passport;
 - d. Government issued Identification Cards which contain a birth date; or
 - e. Any combination of evidence that, in the opinion of the Administrator, establishes identification and age.
8. ORAL AND FLIGHT TESTS. Oral and flight tests are conducted to determine if the applicant is competent to perform the piloting operations on which flight training is required by Part 61 (revised) for the certificate or rating sought. During the test, the examiner will select at least one procedure or maneuver from the appropriate flight test guide for each pilot operational area specified in the regulation. If necessary, the examiner may at his discretion, require a demonstration of all of the procedures and maneuvers listed in each pilot operational area to assure himself that the applicant possesses the required knowledge and skill for the pilot certificate or rating sought.
9. PREREQUISITES FOR FLIGHT TESTS (FAR 61.39).
- a. Each applicant must present a written statement from an appropriately rated FAA certificated instructor when applying for a flight test. The statement must certify: that the applicant has received flight instruction from him in preparation for the flight test; that such instruction was within 60 days preceding the date of application; that the applicant was found competent to pass the test; and that the applicant has demonstrated satisfactory knowledge in the subject areas in which he was found to be deficient as shown on his FAA airman written test report.
 - b. Persons passing written tests are often found to be deficient on flight tests in the same particular areas identified by the written test. This section requires that the flight instructor review these areas of deficiency and determine that the applicant's knowledge is satisfactory before he presents to the student the required written statement for the flight test. The instructor's signature on the appropriate line of the application for the pilot flight test will be accepted in lieu of a written statement on a separate sheet of paper.
 - c. If the instructor prepares a separate written statement for an applicant for a certificate or rating, the statement should read substantively as follows:

student himself. (The applicant may develop a home study course from material described in the appropriate written test examination guide published by the FAA.) Any one of the following may be accepted as evidence of meeting this requirement:

- a. A certificate of graduation from a pilot training course appropriate to the certificate or rating sought conducted by an FAA certificated pilot school, or a statement of accomplishment from the school certifying to the satisfactory completion of the ground school portion of such a course.
- b. A written statement from an FAA certificated ground or flight instructor, certifying that the applicant has satisfactorily completed the ground instruction required for the certificate or rating sought.
- c. Logbook entries certified by an FAA certificated ground or flight instructor, showing satisfactory completion of the ground instruction required for the certificate or rating sought.
- d. A certificate of graduation or statement of accomplishment from a ground school course appropriate to the certificate or rating sought conducted by an agency such as a high school, college, adult education program, the Civil Air Patrol, or an ROTC Flight Training Program.
- e. A certificate of graduation from an aviation home study course appropriate to the certificate or rating sought.
- f. A written statement from an FAA certificated ground or flight instructor, certifying that he has personally reviewed the applicant's completion of an aviation home study course appropriate to the certificate or rating sought and has found that he has satisfactorily completed this course.
- g. An applicant who is unable to provide any of the above when applying for the test may bring with him the aviation home study course he has completed. The inspector will review it and may question the applicant to determine that he has completed it.

NOTE. Applicants are encouraged to obtain the necessary ground instruction as described in paragraphs a through f. Those who elect to apply for a written test, as described in paragraph g, must have their qualifications reviewed at the general aviation district office. This review will be conducted on an appointment basis only, due to the FAA inspector workload.

7. EVIDENCE OF AGE. Applicants for written examinations, if requested, must provide documentary evidence that they meet or will meet the minimum age requirements not later than two years after the date of application for the written test. The following may be accepted as evidence of meeting the minimum age requirements:

- a. Birth Certificate;
 - b. Marriage Licenses;
 - c. Passport;
 - d. Government issued Identification Cards which contain a birth date; or
 - e. Any combination of evidence that, in the opinion of the Administrator, establishes identification and age.
8. ORAL AND FLIGHT TESTS. Oral and flight tests are conducted to determine if the applicant is competent to perform the piloting operations on which flight training is required by Part 61 (revised) for the certificate or rating sought. During the test, the examiner will select at least one procedure or maneuver from the appropriate flight test guide for each pilot operational area specified in the regulation. If necessary, the examiner may at his discretion, require a demonstration of all of the procedures and maneuvers listed in each pilot operational area to assure himself that the applicant possesses the required knowledge and skill for the pilot certificate or rating sought.
9. PREREQUISITES FOR FLIGHT TESTS (FAR 61.39).
- a. Each applicant must present a written statement from an appropriately rated FAA certificated instructor when applying for a flight test. The statement must certify: that the applicant has received flight instruction from him in preparation for the flight test; that such instruction was within 60 days preceding the date of application; that the applicant was found competent to pass the test; and that the applicant has demonstrated satisfactory knowledge in the subject areas in which he was found to be deficient as shown on his FAA airman written test report.
 - b. Persons passing written tests are often found to be deficient on flight tests in the same particular areas identified by the written test. This section requires that the flight instructor review these areas of deficiency and determine that the applicant's knowledge is satisfactory before he presents to the student the required written statement for the flight test. The instructor's signature on the appropriate line of the application for the pilot flight test will be accepted in lieu of a written statement on a separate sheet of paper.
 - c. If the instructor prepares a separate written statement for an applicant for a certificate or rating, the statement should read substantively as follows:

I HAVE GIVEN MR./MS. _____ THE REQUIRED FLIGHT INSTRUCTION WITHIN THE PRECEDING 60 DAYS, INCLUDING A REVIEW OF THE SUBJECT AREAS FOUND TO BE DEFICIENT ON HIS/HER AIRMEN WRITTEN TEST, AND FIND HIS/HER PERFORMANCE SATISFACTORY TO APPLY FOR A _____ PILOT CERTIFICATE (OR RATING).

s/s J. J. JONES 652472 CFI EXP. 11/30/73

10. SECOND IN COMMAND FLIGHT TIME SECTION 61.51.

- a. Prior to Part 61 (revised), certain limitations were placed on the amount of second in command time that could be credited toward the total flight time required for a higher certificate or rating.
- b. Section 61.51(c)(3) authorizes a private, commercial, or airline transport pilot to log and credit toward a higher certificate or rating ALL flight time during which he acts as a SIC of an aircraft for which more than one pilot is required under the type certificate of the aircraft, or when the regulations under which the flight is conducted require a SIC, e.g., Parts 135, 121; Section 91.213 of the FAR, etc.

11. LOGGING INSTRUMENT FLIGHT TIME SECTION 61.51(c)(4). Part 61 (revised) requires that a pilot's logbook entry for actual or simulated instrument flight time must include at least the following:

- a. The location and type of each instrument approach completed, and
- b. For each simulated instrument flight, the name of the safety pilot.

12. BIENNIAL FLIGHT REVIEW. The biennial flight review is an important requirement of Part 61 (revised) which affects all pilots who intend to act as pilot in command. After November 1, 1974, no person may act as pilot in command of an aircraft unless within the preceding 24 months he has successfully completed a biennial flight review or logged one of the following pilot flight checks:

- a. Certification flight test for a pilot certificate or added rating;
- b. Any proficiency flight check required under the Federal Aviation Regulations;
- c. Pilot Examiner annual flight checks; or
- d. Proficiency flight checks given by a U. S. Armed Forces check pilot.

13. CONDUCT OF A BIENNIAL FLIGHT REVIEW. There is no minimum amount of time required for a biennial flight review nor are there specific requirements for particular procedures or maneuvers that must be reviewed. We intend to leave these matters to the discretion of the person giving the flight

review. Since the flight review is given to determine each pilot's general, overall, piloting ability, as well as his aeronautical knowledge, the time required will vary from pilot to pilot.

- a. The objective of the biennial flight review is to assure that every pilot who intends to act as pilot in command has the opportunity to ride with a flight instructor of his own choice each 24 months for an appraisal of his pilot proficiency and to seek assistance or guidance if any deficiency is identified.
- b. The biennial flight review is a currency requirement, essentially the same as the three takeoffs and landings within 90 days required for the carriage of passengers, or the six hours of instrument experience within 6 months required for IFR pilot operations.
- c. A flight review conducted by a Certificated Flight Instructor will consist of at least:
 - (1) A review of the current general operating and flight rules of Part 91.
 - (2) A review of flight maneuvers and procedures which the instructor who is conducting the review considers to be necessary to evaluate the applicant's ability to safely exercise the privileges of his pilot certificate.

14. SATISFACTORY COMPLETION OF A FLIGHT REVIEW.

- a. When a pilot has satisfactorily accomplished a biennial flight review, his logbook must be endorsed by the person who gave the review. That endorsement should read substantively as follows:

MR./MS. _____ HOLDER OF PILOT CERTIFICATE NO. 0000001
HAS SATISFACTORILY COMPLETED A BIENNIAL FLIGHT REVIEW ON
11/21/73.

s/s J. J. JONES 652472 CFI EXP 11/30/73

- b. The word "satisfactory" is used under Section 61.57 even though a flight review is not an official flight check. The term is used only to provide the person giving the flight review with a minimum standard baseline on which to base his decision and comments regarding the review.
- c. If, in the flight instructor's opinion, a pilot has not satisfactorily accomplished a biennial flight review, a logbook entry is not necessary. Flight instructors should be aware that the regulation

does not provide for the failure of a biennial flight review. Therefore, flight instructors should not endorse a pilot's logbook to reflect a failure.

- d. After November 1, 1974, a pilot who is denied a satisfactory endorsement for a flight review may continue to exercise the privileges of his certificate provided a period of 24 months has not elapsed since his last successful flight review or a pilot proficiency check as described in the preceding paragraph entitled Biennial Flight Review.
- e. The biennial flight review is intended to be an industry managed/FAA monitored currency program. The FAA does not desire or have the manpower to conduct biennial flight reviews. However, if a pilot has obtained a flight review and, in the pilot's opinion the flight instructor has unfairly judged his ability to successfully complete the review, he may request a flight review from another certificated flight instructor.
- f. We expect a number of flying schools and other organizations to develop special pilot refresher courses which meet the requirements for a biennial flight review. We encourage this sort of activity for those pilots whose activities do not center about a specific fixed base operation or flight instructor. We expect such courses to become popular as a means of complying with the biennial flight review requirement. Pilots are encouraged to accomplish their biennial flight review in a timely manner prior to November 1, 1974, in order to avoid a "last minute rush" and possible delay.

15. RECENT INSTRUMENT EXPERIENCE SECTION 61.57(e).

- a. Section 61.57(e)(1) states in effect that no person may act as PIC in an aircraft other than a glider under IFR or in weather conditions less than the minimums prescribed for VFR unless that person has within the PAST SIX MONTHS logged at least six hours of instrument time under actual or simulated IFR conditions. At least three hours must be in flight in the category of aircraft involved. The six hours of instrument time must include at least six instrument approaches.
- b. A pilot may also meet the recent instrument experience requirement by passing an instrument competency check, in the category of aircraft involved, given by an FAA inspector, a member of the Armed Forces of the United States authorized to conduct tests, an FAA approved check pilot or a certificated instrument flight instructor.

- c. It is imperative that all pilots keep accurate logbooks, or flight time records to show that the requirements of Part 61 (revised) have been met. These records must be presented for review upon reasonable request of the FAA.

16. INSTRUMENT COMPETENCY CHECK SECTION 61.57(e)(2).

- a. A pilot not meeting the instrument recency of experience requirement may not exercise the privileges of his instrument rating until he does so. If he fails to meet this recency of instrument experience for a period of one year, he must pass an instrument competency check in the category of aircraft involved.
- b. An instrument competency check must be accomplished in a category of aircraft in which he is rated and will consist of one or all of the procedures and maneuvers from the appropriate instrument pilot flight test guide as selected by the person conducting the check. Instrument competency checks may be given by:
 - (1) FAA inspectors;
 - (2) Instrument pilot examiners;
 - (3) A certificated instrument flight instructor; and
 - (4) An authorized United States Armed Forces check pilot when conducted as a instrument competency check.
- c. The person conducting the check should endorse the pilot's logbook upon the satisfactory accomplishment of an instrument competency check. That endorsement should read substantively as follows:

MR./MS. _____ HOLDER OF PILOT CERTIFICATE NO. 0000001
HAS SATISFACTORILY COMPLETED AN INSTRUMENT COMPETENCY CHECK ON
11/20/73

s/s J. J. JONES 652372 CFI EXP. 11/30/73

- d. If, in the opinion of the person conducting the instrument competency check, the pilot has not performed satisfactorily, no logbook endorsement is required. Flight instructors should be aware that the regulation does not provide for the failure of an instrument competency check; therefore, persons conducting instrument competency checks should not endorse a pilot's logbook to reflect a failure.
- e. If the instrument competency check was overdue, the pilot shall not conduct IFR operations until an instrument check is satisfactorily accomplished.

17. USE OF GROUND TRAINERS OR SIMULATORS FOR INSTRUMENT COMPETENCY CHECKS SECTION 61.57(e)(2). The use of an instrument ground trainer or simulator may be authorized by the FAA for all or part of the instrument competency check. Authorization to use an instrument ground trainer or simulator for all or part of the check will be judged on the ability of that trainer to effectively duplicate procedures or maneuvers necessary for the check in the category or aircraft involved.
18. GENERAL - RECENT EXPERIENCE REQUIREMENTS SECTION 61.57.
- a. The required number of takeoffs and landings within the preceding 90 days before a person may act as pilot in command of an aircraft carrying passengers has been reduced from five to three. In addition, there is no longer a requirement that these landings be to a full stop except if the airplane to be flown is equipped with a tailwheel. In that case, the required landings must then be made to a full stop. This is necessary because of the need for a pilot to retain the additional skill in directional control during the roll out and takeoff run in this type of airplane. If the 3 takeoffs and landings are made in a tailwheel airplane, a pilot may fly either a tailwheel or nosewheel airplane of the same class.
 - b. The section no longer requires that the necessary takeoffs and landings be made in category, class and type. The rule now provides that a pilot only acquire recency of experience in the category and class of aircraft involved. For example, a pilot who is the holder of a pilot certificate with an airplane category and single engine class rating may meet the recency or experience requirements of Section 61.57(c) by accomplishing three touch-and-go takeoffs and landings as sole manipulator of the flight controls in any single-engine land airplane, provided the airplane is equipped with a nose wheel. He may then fly any nose wheel-equipped single-engine land airplane.
19. HIGH PERFORMANCE AIRPLANE CHECK SECTION 61.31(e). If a pilot has not logged flight time as pilot in command of a high performance airplane before November 1, 1973, he will be required to receive flight instruction from an authorized flight instructor in such an airplane and have his logbook endorsed to the effect that he is competent to pilot a high performance airplane. For the purposes of this requirement a high performance airplane is one that:
- a. Is powered by more than 200 horsepower, or
 - b. Has a retractable landing gear, flaps, and a controllable pitch propeller, regardless of the horsepower. The logbook endorsement required under this section should read substantively as follows:

9/5/73

I HAVE CHECKED MR./MS. _____ CERTIFICATE NO. 0000001
IN A HIGH PERFORMANCE AIRPLANE AND FIND HIM/HER COMPETENT
TO ACT AS PILOT IN COMMAND IN SUCH AIRCRAFT, 11/20/73.

s/s J. J. JONES 652472 CFI EXP. 11/30/73

20. ADDITION OF AIRCRAFT RATINGS. The requirements for the addition of aircraft category, class, and type ratings to existing pilot certificates have been significantly revised.

- a. Category Ratings (airplane, rotorcraft, glider, etc.). Section 61.63(b) requires an applicant for an additional category rating on his pilot certificate to have, or acquire, the specified total flight experience in one or a combination of categories (airplane, rotorcraft, glider or lighter-than-air) and to acquire in the particular category the minimum time specified for the rating being sought. No additional written tests will be required for the holder of a pilot certificate bearing a rating on powered aircraft.
- b. Class Ratings Section 61.63(c) (Helicopter, Multiengine Land, etc.). An applicant for an aircraft class rating on his pilot certificate must present a logbook record certified by an authorized flight instructor showing that the applicant has received flight instruction in the class of aircraft for which a rating is sought and has been found competent in the required pilot operations. The applicant must then pass a flight test appropriate to the pilot certificate privilege and the aircraft category and class rating sought. For example, if a commercial pilot with an airplane category rating, and a single engine land class rating, applies for an airplane multiengine land class rating, he would be required to have an appropriate logbook endorsement from his flight instructor and pass a flight test on the PILOT OPERATIONS prescribed under Section 61.127(a)(1) through (6). The flight test procedures and maneuvers appropriate to the prescribed pilot operations are selected by the pilot examiner from the Flight Test Guide AC 61-57 entitled Multiengine Airplane Class and Type Ratings at the time of the flight test. A flight instructor's written statement of competency for an airplane multiengine class rating should read substantively as follows:

I HAVE GIVEN MR./MS. _____ THE REQUIRED INSTRUCTION
AND CONSIDER HIM/HER COMPETENT TO PASS THE TEST FOR A MULTI-
ENGINE CLASS RATING.

s/s J. J. JONES 652372 CFI EXP. 11/30/73

- c. Type Ratings. The requirements for type ratings in Section 61.63(d) are unchanged. However, the new concept of pilot training and testing will also apply to acquiring type ratings.

21. STUDENT PILOTS.

- a. The most significant change to the rules governing student pilot operations is the elimination of the provision that a flight instructor may endorse a student's logbook for unlimited solo operations without further endorsements after a student had attained the flight experience required for a Private Pilot Certificate. This will require all student pilots, regardless of their flight time, to have appropriate endorsements from an authorized flight instructor for each cross-country flight and each 90 days for solo flights. An instructor may endorse a student for repeated solo cross-country flights under stipulated conditions over a specific course of not more than 50 nautical miles from the point of departure, reference Section 61.93(c)(2).
- b. Flight instructor endorsements ON A STUDENT PILOT CERTIFICATE for solo privileges in a certain make and model of aircraft, or for cross-country privileges entered before November 1, 1973, will remain valid after November 1, 1973. Provision for flight instructor logbook endorsements permitting solo cross-country privileges without a flight instructor's supervision, as outlined in Section 61.73 of present Part 61, will expire on November 1, 1973.

22. STUDENT PILOT GENERAL LIMITATIONS, SECTION 61.89. Part 61 (revised) prohibits a student pilot from acting as a pilot flight crewmember on any aircraft for which more than one pilot is REQUIRED. This would include all aircraft certificated for more than one required pilot flight crewmember and aircraft for which a second in command is required under a Federal Aviation Regulation or operating rule. For example, Section 91.213(a) requires a second in command for all large airplanes (over 12,500 lbs.) even though a second in command may not be required by the airplane type certificate.

23. STUDENT PILOTS PRACTICE LANDINGS AND TAKEOFFS AT ANOTHER AIRPORT, SECTION 61.93(a). Part 61 (revised) prohibits a student pilot from landing at another airport until he meets the requirements for cross-country flight prescribed under Section 61.93. However, an authorized flight instructor may allow the holder of a student pilot certificate to practice solo landings and takeoffs at an airport that is WITHIN 25 nautical miles from the airport at which that student pilot is receiving instruction, provided the instructor finds that the student is competent to make those landings and takeoffs. It is recommended that the instructor endorse the student's logbook to the effect that such landings and takeoffs at another airport are authorized. For example:

I HAVE CHECKED THE HOLDERS FLIGHT EXPERIENCE AND FIND HIM/HER COMPETENT TO PRACTICE LANDINGS AND TAKEOFFS AT _____ AIRPORT. 3/10/73.

s/s J. J. JONES 652472 CFI EXP. 11/30/73

24. PRIVATE PILOT CERTIFICATION. Following is a resume of the experience required for a private pilot certificate with an airplane category rating:
- a. Ground Instruction or Home Study Course. (reference paragraph 6, Page 2).
 - b. Flight Experience. The flight experience required for a Private Pilot Certificate for the various categories of aircraft is found in Sections 61.109 through 61.117. Following is a resume of minimum experience required by Section 61.109 for the airplane category rating:
 - (1) 40 total hours of flight instruction and solo flight time;
 - (2) 20 hours of flight instruction from an authorized flight instructor, which must cover all of the piloting operations required by Section 61.107. The Regulation does not specify the flight maneuvers and procedures which the instructor uses to train his student in each pilot operation. These pilot operations are contained and explained in the Private Pilot Flight Test Guide, AC 61-54 and the Flight Training Handbook, AC 61-21. The student may be required to demonstrate, on his certification flight test, any or all of the procedures and maneuvers listed in the flight test guide;
 - (3) Three hours of cross-country flight instruction;
 - (4) Three hours of flight instruction at night, including at least 10 takeoffs and landings. An applicant without this time may be issued a certificate with the limitation, NIGHT FLYING PROHIBITED;
 - (5) Three hours of instruction in airplanes in preparation for the flight test must be received within 60 days prior to the test;
 - (6) 20 hours of solo flight time, 10 hours must have been in airplanes;
 - (7) Three solo takeoffs and landings to a full stop at an airport with an operating control tower; and

- (8) 10 hours of solo cross-country flights, each with a landing more than 50 nautical miles from the point of departure; one trip must have been made with landings at three points, each of which is more than 100 nautical miles from each of the other two.

25. INSTRUMENT RATING. The instrument rating requirements contain few significant changes. Most important of these changes is the requirement for instruction in VOR, ADF and ILS approaches (ref. 61.65(c)(3)). Because the necessary instrument approach facilities are not available in some areas, the regulation provides for the use of airborne or ground trainers for the simulation of ILS and ADF approaches during training. When taking the practical test, the applicant may be required to demonstrate one or all of the approaches listed in Section 61.65(c)(3). The applicant for an instrument rating is required by Part 61 (revised) to have 200 hours of pilot flight time, which includes 100 hours as pilot in command, of which 50 hours are cross-country in the category of aircraft for which an instrument rating is sought. Each applicant is required to have made a cross-country flight in simulated or actual IFR conditions, on federal airways or as routed by ATC, including one such trip of at least 250 nautical miles. This trip must include flight instruction in VOR, ADF and ILS approaches at different airports. Part 61 (revised) requires this cross-country experience to be gained in flight, and not in an instrument ground trainer. There is no requirement for more than one instrument approach to be made at each airport.

26. COMMERCIAL PILOT CERTIFICATION. The Commercial Pilot Certificate requirements and procedures are significantly different from past rules which only duplicated the Private Pilot Certificate requirements with a higher standard of performance. The new certification requirements do not limit or alter the privileges of Commercial Pilot Certificates that are issued prior to November 1, 1974 (ref. Private Pilot Flight Test Guide, AC 61-54, and Commercial Pilot Flight Test Guide, AC 61-55).

a. General.

- (1) An applicant for a Commercial Pilot Certificate with an airplane category rating is required by Part 61 (revised) to hold a Private Pilot Certificate, or have the flight experience and pass the written and flight tests required for a Private Pilot Certificate. The private flight test may be conducted concurrently with the commercial flight test. The private and the commercial pilot flight tests under Part 61 (revised) require the demonstration of different procedures and maneuvers.
- (2) The applicant for an unrestricted Commercial Pilot Certificate with an airplane category rating is required by the new Part to hold an instrument rating. An applicant who does not hold an instrument rating, but meets all other requirements may be issued a Commercial Pilot Certificate with a limitation prohibiting the carriage of passengers for hire in airplanes on cross-country flights of more than 50 nautical miles, or at night.

- b. Aeronautical Knowledge. The applicant for a Commercial Pilot Certificate is required to have logged ground instruction from an authorized ground or flight instructor, or present evidence showing that he has satisfactorily completed a course of instruction, or a home study course on the aeronautical subject areas required by Section 61.125 for the category of aircraft for which a rating is sought, and pass the appropriate commercial written examination.
27. FLIGHT EXPERIENCE. The flight experience requirements for a Commercial Pilot Certificate in the various categories of aircraft are found in Sections 61.129 through 61.137. Following is a resume of the experience required for a commercial certificate with an airplane category rating:
- a. 250 total hours of flight time as pilot, which may include not more than 50 hours instruction from an authorized instructor in a pilot ground trainer acceptable to the Administrator;
 - b. 100 hours in powered aircraft, at least 50 must have been in airplanes;
 - c. 10 hours of flight instruction and practice in an airplane having a retractable landing gear, flaps, and a controllable pitch propeller (all three). For the purpose of this paragraph "practice" means dual flight instruction;
 - d. 50 hours of instruction from an authorized instructor, which includes:
 - (1) 10 hours of instrument instruction, of which at least 5 must have been in flight in airplanes. An applicant with an instrument rating will be considered to have met this experience requirement during his instrument training. An applicant without an instrument rating who applies for a limited commercial pilot certificate will be required to have the 10 hours of instrument training; and
 - (2) 10 hours of flight instruction in preparation for the commercial pilot flight test.
 - e. 100 hours as pilot-in-command which must include:
 - (1) 50 hours in airplanes;
 - (2) Five hours of night flying, including at least 10 takeoffs and landings as sole manipulator of the controls; and
 - (3) 50 hours of cross-country flight, each flight with a landing more than 50 nautical miles from the point of departure. One trip with landings at three points, each of which is more than

200 nautical miles from the other two points (100 miles is provided in the State of Hawaii).

28. FLIGHT INSTRUCTOR CERTIFICATION. Part 61 (revised) contains a number of significant changes in flight instructor certification, renewal, and operating requirements.

- a. Eligibility Requirements. Under Section 61.183, an applicant for a Flight Instructor Certificate is required to:

- (1) Read, write, and converse fluently in English (the new pilot training and operating requirements are of sufficient complexity as to require the competent use of the English language by all flight instructors);
- (2) Hold a Commercial or Airline Transport Pilot Certificate with aircraft ratings appropriate to the instructor ratings sought. (Current Flight Instructor Certificates held by private pilots are not affected by this new requirement and may continue to be renewed in a normal manner); and
- (3) Hold an instrument rating, if an airplane or instrument instructor rating is sought.

- b. Written Test.

- (1) The applicant for the issuance of a Flight Instructor Certificate is required by Section 61.183(d) to pass a written examination. The flight instructor written examination consists of two tests, FUNDAMENTALS OF INSTRUCTION (FOI) FOR FLIGHT OR GROUND INSTRUCTORS and a TEST FOR THE APPROPRIATE RATING. The FOI portion of the test is common to all ratings and will not be required to be passed more than once. A separate written test will not be administered for airplane single or multiengine class ratings. Passing the written examination entitled "Flight Instructor Airplane" is sufficient when applying for one or both of these class ratings. However, the applicant for either or both ratings will be required to demonstrate appropriate aeronautical knowledge on the practical test concerning the class rating sought.
- (2) Written tests have been established for the following flight instructor ratings:
 - (a) Flight Instructor, airplane;
 - (b) Flight Instructor, instrument airplane;
 - (c) Flight Instructor, helicopter;

- (d) Flight Instructor, gyroplane;
 - (e) Flight Instructor, instrument helicopter; and
 - (f) Flight Instructor, glider.
- c. Practical Test. The applicant is required to pass an oral and flight test conducted by an FAA inspector on the operations in which instruction is required by paragraph 61.187(a). It should be noted in Section 61.187(a)(6) that the practical test will cover the performance and analysis of flight training maneuvers. This will no longer be covered in the instructor written test; therefore, the practical test will be more extensive than was formerly the case.
- d. Flight Instructor Training. An applicant for the issuance of a Flight Instructor Certificate is required by Section 61.187 to have instruction in flight instructor duties and procedures. This instruction must be given by a flight instructor who has held a Flight Instructor Certificate during the 24 months before the instruction is given and meets the new general requirements for a Flight Instructor Certificate (found in Sections 61.183(a) through (c)) and who has given at least 200 hours of flight instruction as a certificated flight instructor (80 hours in the case of gliders). The instruction must include:
- (1) Preparation and conduct of lesson plans for students with varying backgrounds and levels of experience and ability;
 - (2) The evaluation of student flight performance;
 - (3) Effective preflight and postflight instruction;
 - (4) Flight instructor responsibilities and certifying procedures;
 - (5) Effective analysis and correction of common student pilot flight errors; and
 - (6) The performance and analysis of standard flight training procedures and maneuvers appropriate to the flight instructor rating sought.
- e. Ground Instruction. Section 61.185(a) requires that an applicant for a Flight Instructor Certificate:
- (1) Present evidence that he has satisfactorily completed a course of instruction on the teaching procedures required by that section. This training may be given and certified by an authorized ground or flight instructor, or it may consist of appropriate credit courses given by a college or university.

The possession of a teacher's certificate authorizing employment as a teacher in a public school system, or status as an instructor in a college or university may be accepted as evidence of training; and

- (2) Have logged ground instruction from an authorized ground or flight instructor in all of the subject areas in which ground instruction or home study is required for a Private and a Commercial Pilot Certificate, and for an instrument rating if an airplane or instrument flight instructor rating is sought.
- f. Addition of Ratings. An applicant for the addition of a category, class, or instrument instructor rating to a Flight Instructor Certificate is required by Section 61.191 to:
- (1) Hold an effective pilot certificate with ratings appropriate to the flight instructor rating sought;
 - (2) Have at least 15 hours as pilot in command in the category and class of aircraft appropriate to the rating sought; and
 - (3) Pass any required written and practical tests for the issuance of a Flight Instructor Certificate with the rating sought.
29. RENEWAL OF FLIGHT INSTRUCTOR CERTIFICATES. There is no significant change in the (revised) Part 61 to the requirements for the RENEWAL of Flight Instructor Certificates. The alternatives which an FAA inspector may accept to determine the instructor's continuing currency and competency are now found in Section 61.197. These alternatives are published in Advisory Circular 61-46, FLIGHT INSTRUCTOR PROCEDURES.
30. CONVERSION TO NEW SYSTEM OF INSTRUCTOR RATINGS SECTION 61.201.
- a. The holder of a valid Flight Instructor Certificate bearing the ratings formerly issued is authorized by Section 61.201 to exercise the privileges of his old ratings until November 1, 1975, in accordance with provisions of this section. Conversion should be accomplished at the first certificate renewal after November 1, 1973, but may be accomplished at any time between that date and November 1, 1975. The converted certificate will bear the new rating(s) appropriate to the category and class of aircraft used on the flight instructor's practical test(s). In addition, for each class of aircraft, other than that in which he has taken a practical test, he may be issued an additional class rating, provided he has given at least 20 hours of flight instruction in that class of aircraft under the authority of his old instructor ratings.

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b. For example, the holder of a flight instructor certificate with an AIRPLANE category rating who has taken his original practical test in a single engine airplane (land or sea) will be issued an AIRPLANE SINGLE ENGINE category and class rating (reference Section 61.201(b)). If that instructor has given at least 20 hours of flight instruction in multiengine airplanes (land or sea) as a certificated flight instructor under the privileges of his old certificate, he will also be issued a MULTIENGINE class rating on his converted flight instructor certificate (reference Section 61.201(c)). The new airplane instructor class ratings will be valid in both land planes or sea planes, provided the holder has the appropriate ratings on his pilot certificate. After November 1, 1975, a flight instructor certificate that has not been converted will no longer be valid and may not be converted to the new certificate thereafter. After November 1, 1975, an expired flight instructor certificate may be reinstated in accordance with Section 61.199(a). A new certificate will be issued with the category, class or instrument instructor rating, appropriate to the practical test taken; the certificate will then be issued in accordance with the ratings listed under Section 61.5(c).

31. AUTHORIZED FLIGHT INSTRUCTORS. The privileges conveyed by the various flight instructor ratings are specified in Section 61.193, titled: Flight Instructor Authorizations. Throughout Part 61, specific requirements assign responsibilities to an "authorized instructor." An authorized instructor is a person who is the holder of a flight or ground instructor certificate with an appropriate rating on that certificate for the instruction given.

32. EXPIRED FLIGHT INSTRUCTOR CERTIFICATE AND RATINGS, SECTION 61.199.

- a. This section continues to require the holder of an expired flight instructor certificate to pass the practical test for flight instructors prescribed under Part 61 in order to reinstate his flight instructor certificate.
- b. In addition, Section 61.199(b) now places an expiration date of November 1, 1973, on a flight instructor rating or a limited flight instructor rating shown on a pilot certificate. These ratings will no longer be valid and may not be exchanged for a flight instructor certificate after November 1, 1973. The holder of either of these ratings may be issued a flight instructor certificate only if he passes the written and practical test for the original issuance of a flight instructor certificate after November 1, 1973.



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