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ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Subject: CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

1. PURPOSE. This advisory circular (AC) provides information on standards and procedures that may be applied to satisfy the certification and currency requirements of Part 61. The information contained herein is intended as general information and guidance for pilots and flight instructors.

2. CANCELLATION. AC 61-65, Part 61 (Revised) Certification: Pilot and Flight Instructors, dated September 5, 1973, is canceled.

3. PILOT TRAINING AND TESTING.

a. Part 61 contains a "total operational training concept" in pilot training and testing. Instructors are responsible for training students to competence in the piloting operations prescribed by Part 61, rather than the performance of certain flight maneuvers. The 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 must have a logbook endorsed by an authorized flight instructor who has found him/her 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 AC 61-54A, Private Pilot Airplane Flight Test Guide. 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 AC 61-21A, 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.

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4. 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 Part 61 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.

c. Written tests are administered at Federal Aviation Administration's (FAA) General Aviation District Offices (GADO), Air Carrier District Offices (ACDO), and Flight Standards District Offices (FSDO). In addition, the FAA written test examiner program has been implemented to provide expeditious testing service at locations convenient to applicants. Applicants should contact the local FAA district office for information relative to times and locations where these tests are administered.

5. EVIDENCE OF GROUND INSTRUCTION OR HOME STUDY COURSES. An applicant for a pilot or flight instructor written test is required to show satisfactory completion of a ground instruction or home study course required for the certificate or rating sought. A home study course for the purposes of Part 61 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. (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/she has personally reviewed the applicant's completion of an aviation home study course appropriate to the certificate or rating sought and has found that that person has satisfactorily completed this course.

g. An applicant who is unable to provide any of the above when applying for the test may present the aviation home study course he/she has completed. The inspector will review it and may question the applicant to determine that the course was completed.

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 an FAA district office. This review will be conducted on an appointment basis only, due to the FAA inspector workload.

6. 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 2 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.

7. 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 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 require a demonstration of all of the procedures and maneuvers listed in each pilot operational area to ensure that the applicant possesses the required knowledge and skill for the pilot certificate or rating sought.

8. PREREQUISITES FOR FLIGHT TESTS (FEDERAL AVIATION REGULATIONS (FAR) 61.39).

a. Each applicant for a certificate or rating must present a written statement from an appropriately certificated FAA flight instructor certifying that he/she has been given flight instruction in preparation for the flight

test within 60 days preceding the date of application and has been found competent to pass the test.

Note: For purpose of this prerequisite, date of application is the date of testing.

b. During the oral portion of practical tests, applicants are often found to be deficient in the same areas identified on their written test results. This section requires that the flight instructor review these areas of deficiency and determine that the applicant's knowledge is satisfactory prior to presenting the required written statement for the flight test.

c. Normally a flight instructor who completes a written statement for flight instruction given within 60 days preceding the date of application will also indicate on that statement that a review of those areas of deficiency, indicated by the written test report, have been satisfactorily completed. (Sample statement on page 19, subparagraph p.)

d. The instructor's signature on the appropriate line of the application for the pilot flight test will be accepted in lieu of the written statements spoken to in this section, provided that the applicable instruction and aeronautical experience prescribed by Part 61 can be substantiated through reliable records.

9. SECOND-IN-COMMAND (SIC) FLIGHT TIME, SECTION 61.51. Section 61.51(c)(3) authorizes private, commercial, or airline transport pilots to log and credit toward a higher certificate or rating all flight time during which they act as 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 and 91.21 of the FAR, etc.

10. LOGGING INSTRUMENT FLIGHT TIME, SECTION 61.51(c)(4). Part 61 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.

11. BIENNIAL FLIGHT REVIEW. The biennial flight review is an important requirement of Part 61 which affects all pilots who intend to act as pilot in command (PIC). No person may act as PIC of an aircraft unless, within the preceding 24 months, that person 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 FAR;

- c. Pilot examiner annual flight checks; or
- d. Proficiency flight checks given by a U.S. Armed Forces check pilot.

12. 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 that pilot's aeronautical knowledge, the time required will vary from pilot to pilot.

a. The objective of the biennial flight review is to assure that pilots who intend to act as PIC have the opportunity to ride with a flight instructor of their own choice each 24 months for an appraisal of their 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 6 hours of instrument experience and six instrument approaches within 6 months, required for Instrument Flight Rules (IFR) pilot operations.

c. A flight review conducted by a certificated flight instructor (CFI) 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 the pilot certificate held.

d. The CFI conducting a biennial flight review must hold a category, class, and if appropriate, a type rating on the pilot and flight instructor certificate for the aircraft in which the review is being conducted. Biennial flight reviews conducted in multiengine airplanes shall be conducted by flight instructors who hold an airplane multiengine rating on their flight instructor certificate.

13. SATISFACTORY COMPLETION OF A FLIGHT REVIEW.

a. When a pilot has satisfactorily accomplished a biennial flight review, his/her logbook must be endorsed by the person who gave the review. That endorsement should read substantively as in subparagraph 1 on page 19.

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 a decision and comments regarding the review.

c. If, in the flight instructor's opinion, a pilot has not satisfactorily accomplished a biennial flight review, no logbook entry is made. 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. A pilot who is denied an endorsement for a flight review may continue to exercise the privileges of his/her certificate provided a period of 24 months has not elapsed since the last successful flight review or a pilot proficiency check as described in paragraph 12.

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 that person's ability to successfully complete the review, he/she may request a flight review from another CFI.

f. Flying schools and other organizations may have available special pilot refresher courses which meet the requirements for a biennial flight review. Such courses may be one means of complying with the biennial flight review requirement. Pilots are encouraged to accomplish their biennial flight review in a timely manner in order to avoid a "last-minute rush" and possible delay.

14. RECENT INSTRUMENT EXPERIENCE, SECTION 61.57(e).

a. Section 61.57(e)(1) states 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 Visual Flight Rules (VFR) unless that person has within the past 6 months logged at least 6 hours of instrument time under actual or simulated IFR conditions. At least 3 hours must be in flight in the category of aircraft involved. The 6 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 flight time records to show that the requirements of Part 61 have been met. These records must be presented for review upon request of the FAA.

15. INSTRUMENT COMPETENCY CHECK, SECTION 61.57(e)(2).

a. Pilots not meeting the instrument recency of experience requirement may not exercise the privileges of their instrument rating until these requirements are met. Persons failing to meet this recency of instrument experience for a period of 12 months 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 that person 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 U.S. Armed Forces check pilot when conducted as an 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 in subparagraph m on page 19.

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 is overdue, the pilot may not conduct IFR operations as PIC until the instrument check is satisfactorily accomplished.

Note. Satisfactory completion of an instrument competency check does not constitute a biennial flight review, however, a flight instructor may conduct a biennial flight review in conjunction with an instrument competency check.

16. USE OF GROUND TRAINERS OR SIMULATORS FOR INSTRUMENT COMPETENCY CHECKS, SECTION 61.57(e)(2). Any FAA operations inspector may, at the request of the pilot involved, authorize the use, or partial use, of an instrument ground trainer or simulator that meets the requirements of Section 141.41(a)(2) for all or part of the instrument competency check.

17. GENERAL - RECENT EXPERIENCE REQUIREMENTS, SECTION 61.57(c) and (d).

a. Before a person may act as PIC of an aircraft carrying passengers, that person must have made three takeoffs and landings within the preceding 90 days as sole manipulator of the flight controls. If the aircraft to be flown is equipped with a tailwheel, then the landings must be to a full stop. Full stop landings in tailwheel equipped aircraft are necessary because of the need for additional skill in directional control during the rollout and takeoff run in tailwheel equipped airplanes. If the three takeoffs and landings are made in a tailwheel airplane, a pilot may fly either a tailwheel or nosewheel airplane of the same class. Landing must be to a full stop to meet night experience requirements.

b. These sections do not require that the necessary takeoffs and landings be made in category, class and type. The rule provides that a pilot only acquire recency of experience in the category and class of aircraft involved. For example, a person who is the holder of a pilot certificate with an airplane category and single-engine class rating may meet the recency of 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 nosewheel. That person may then fly any nosewheel equipped, single-engine land airplane.

18. HIGH PERFORMANCE AIRPLANE CHECK, SECTION 61.31(e). If a pilot has not logged flight time as PIC of a high performance airplane before November 1, 1973, that person will be required to receive flight instruction from an authorized flight instructor in such an airplane and have a logbook endorsement to the effect that he/she 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 in subparagraph n on page 19.

19. ADDITION OF AIRCRAFT RATINGS (OTHER THAN AIRLINE TRANSPORT PILOTS).

a. Category Ratings (Airplane, Rotorcraft, Glider, etc.). Section 61.63(b) requires an applicant for an additional category rating on his/her pilot certificate to have, or acquire, the specified total flight experience in one or a combination of aircraft 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) (Single-Engine Land, Helicopter, Multiengine Land, etc.). Applicants for aircraft class rating on their 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, that person would be required to have an appropriate logbook endorsement from an appropriately rated 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 AC 61-55A, Commercial Pilot Airplane Flight Test Guide, at the time of the flight test. A flight instructor's written statement of competency for an airplane multiengine land class rating should read substantively as in subparagraph r on page 20.

c. Type Ratings. Type rating requirements are specified by Section 61.63(d). Applicants for type ratings must meet the requirements of Section 61.63(a) through (d).

20. STUDENT PILOTS. All student pilots, regardless of their flight time, are required 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).

21. STUDENT PILOT GENERAL LIMITATIONS, SECTION 61.89. Except for receiving instruction in an airship, Part 61 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 SIC is required under a FAR or operating rule. For example, Section 91.213(a) requires a SIC for all large airplanes (over 12,500 pounds) even though a SIC may not be required by the airplane type certificate.

22. STUDENT PILOT PRACTICE LANDINGS AND TAKEOFFS AT ANOTHER AIRPORT, SECTION 61.93(a). Part 61 prohibits a student pilot from landing at another airport until the requirements for cross-country flight prescribed under Section 61.93 are met. 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. (See subparagraph b on page 17.)

23. 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 subparagraph e, page 18.)

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) Forty total hours of flight instruction and solo flight time which must include;

(2) Twenty 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/her student in each pilot operation. These pilot operations are contained and explained in AC 61-54A, Private Pilot Airplane Flight Test Guide, and AC 61-21A, Flight Training Handbook. The student may be required to demonstrate, on his/her 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) Twenty 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) Ten 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.

Note: The requirement for the 100 nautical mile leg fails to take into consideration certain conditions, such as topography, aircraft limitations, etc., which could conceivably contribute to an unsafe operation. Further, the extended cross-country fails to take into account that the flight may need to be terminated during

the conduct of any one of these legs because of meteorological, emergency, or other circumstances that dictate good judgment.

Credit may be given towards the minimum leg segments of less than 100 nautical miles, provided the flight instructor who authorized the flight attests to the authenticity and need, relating to operational safety, worsening weather, or other emergency conditions. This CFI endorsement should be entered in the student's logbook with the instructor's name, flight instructor certificate number, and expiration date clearly legible.

24. INSTRUMENT RATING - GENERAL. The instrument rating requires instruction in VOR, ADF and ILS approaches (reference Section 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, however, the applicant must demonstrate all of the approaches listed in Section 61.65(c)(3). A minimum of one approach must be demonstrated in an airplane or helicopter, as appropriate. The inspector/examiner conducting the flight test may, at his/her discretion, allow the applicant to perform the instrument approach(es), not selected for actual flight demonstration, in a flight simulator that meets the requirements of Section 141.41(a)(1) of the FAR. The applicant for an instrument rating is required by Part 61 to have:

- a. 200 hours of pilot flight time, which include 100 hours as PIC;
- b. 50 hours of cross-country flight time, in the category of aircraft for which an instrument rating is sought;
- c. 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 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.

25. COMMERCIAL PILOT CERTIFICATION. The following is a resume of the experience required for a commercial pilot certificate with an airplane category rating:

a. General.

(1) An applicant for a commercial pilot certificate with an airplane category rating is required by Part 61 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 require the demonstration of different procedures and maneuvers.

(2) An applicant for a commercial pilot certificate with an airplane category rating is required by Part 61 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/she 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.

c. 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:

(1) Two hundred fifty 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;

(2) One hundred hours in powered aircraft, at least 50 must have been in airplanes;

(3) Ten 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 and solo, or a combination thereof.

(4) Fifty hours of instruction from an authorized instructor, which includes:

(i) Ten hours of instrument instruction, of which at least five must have been in flight in airplanes. An applicant with an instrument rating will be considered to have met this experience requirement during 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

(ii) Ten hours of flight instruction in preparation for the commercial pilot flight test.

(5) One hundred hours as pilot in command which must include:

(i) Fifty hours in airplanes;

(ii) Five hours of night flying, including at least 10 takeoffs and landings as sole manipulator of the controls; and

(iii) Fifty 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).

26. FLIGHT INSTRUCTOR CERTIFICATION.

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 (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 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 is not required for the addition of a class rating. 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:

- (i) Flight Instructor, airplane;
- (ii) Flight Instructor, instrument airplane;
- (iii) Flight Instructor, helicopter;
- (iv) Flight Instructor, gyroplane;

- (v) Flight Instructor, instrument helicopter; and
- (vi) Flight Instructor, glider.

c. Practical Test. The applicant is required to pass an oral and flight test conducted by an FAA inspector or designated flight instructor examiner on the operations in which instruction is required by Section 61.187(a).

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 immediately preceding the date the instruction is given and meets the 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 CFI (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 of satisfactory completion of 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 course given by a college or university.
- (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.

27. 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; e.g., "Flight Instructor: airplane single and multiengine land."

28. REINSTATEMENT AND RENEWAL OF A FLIGHT INSTRUCTOR CERTIFICATE BY FAA INSPECTORS.

a. In order to reinstate an expired flight instructor certificate, the holder must pass the practical test for flight instructors prescribed by Part 61.

b. A valid flight instructor certificate may be renewed at any time by showing that its holder possesses the currency and competency necessary to conduct effective flight instruction. This showing may be made by one or a combination of the means listed below.

(1) Flight Instruction Record. An inspector may renew a valid flight instructor certificate on the basis of a satisfactory flight instruction record. To provide evidence of currency and competency, the record should include at least 10 applicants (5 for gliders) prepared and recommended for flight tests or 20 students (10 for gliders) endorsed for first solo or solo cross-country flight within the past renewal period. At least 8 of each 10 applicants (4 of each 5 for gliders) recommended for flight test must have passed on their first try, and there should be no indication or record of a pattern of student deficiencies or accidents. An accurate record of all flight instruction activity is required by FAR 61.189.

(2) Satisfactory Performance as Instructor. An inspector may renew a flight instructor certificate on the basis of personal knowledge of the applicant's currency and competency, on the basis of service as a company check pilot, chief flight instructor, airline captain, or other activity involving the qualification of pilots. In some cases, an oral examination

may be necessary to confirm the applicant's knowledge of current pilot training and certification requirements and standards.

(3) Graduation From Special Flight Instructor Refresher Course.

An inspector may renew a Flight Instructor Certificate on the basis of successful completion within the preceding 90 days of an FAA approved flight instructor refresher course. Such a course must have included not less than 24 hours of ground and/or flight instruction, and an evaluation of each graduate's achievement during the course.

c. Demonstration of Currency and Competency. Any applicant for the renewal of a Flight Instructor Certificate may be required to complete part or all of the practical test required for the issuance of such a certificate. A test will be required for every applicant not able to qualify under subparagraphs b(1), (2), or (3). A test will be required in any case, if the inspector has reason to believe that it will serve to correct some deficiency in the instructor's performance. A practical demonstration may also be used to introduce new training procedures or pilot certification requirements.

d. Renewal on Basis of a Practical Test. If a practical test is necessary, application for the renewal of a valid flight instructor certificate should be made to the local FAA district office in sufficient time for accomplishment of the test prior to expiration of the instructor certificate.

29. REINSTATEMENT AND RENEWAL OF A FLIGHT INSTRUCTOR CERTIFICATE BY DESIGNATED FLIGHT INSTRUCTOR EXAMINERS.

a. Valid or expired flight instructor certificates may be renewed or reinstated by a designated flight instructor examiner.

b. Since there are no provisions for an examiner to renew or reinstate a flight instructor certificate without testing, a flight test will be required for both renewal and reinstatement actions by a flight instructor examiner.

30. GOLD SEAL FLIGHT INSTRUCTOR CERTIFICATES. Flight instructor certificates bearing distinctive gold seals are issued to flight instructors with specified qualifications who have maintained a high level of flight instruction activity. A "Gold Seal" certificate may be issued at any time to a flight instructor who holds:

a. A flight instructor certificate and a commercial pilot certificate with an instrument rating;

b. A ground instructor certificate with an advanced or instrument ground instructor rating;

c. Has within the past 24 months either:

- (1) Trained and recommended at least 10 applicants for flight tests, at least 80 percent of whom should have passed their first test; or
- (2) Conducted at least 20 flight tests as a designated examiner, or graduation tests as chief instructor of an approved pilot school course; or
- (3) A combination of these (two flight tests equal one trainee being trained and recommended for certification).

A Gold Seal Flight Instructor Certificate will be issued upon each renewal.

31. INSTRUCTOR ENDORSEMENTS. The following examples are suggested for use by authorized instructors when endorsing logbooks or statements of applicants for pilot certificates, ratings, and privileges. References are provided for the appropriate FAR.

- a. REF: FAR 61.87(d) - 90-day Solo Endorsement
"Mr./Ms. _____ is competent to make solo flights in a Cessna 150."
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- b. REF: FAR 61.93(a) - Student pilots practicing solo landings and takeoffs at another airport within 25 NM of the base airport
"I have checked the holder's flight experience and find him/her competent to practice landings and takeoffs at _____ airport."
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- c. REF: 61.93(c)(2) - Individual Solo Cross-Country Endorsement
"Qualifications and preparations found adequate for solo flight from Midtown, Arkansas, to Tulsa, Oklahoma, and return with landings at Fort Smith and Joplin in Piper PA 28-140 on April 25, 1979."
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Note: The instructor may wish to stipulate additional conditions in the above endorsement.

- d. REF: FAR 61.93(c)(2) - Repeated Solo Cross-Country Flights over a course of not more than 50 NM
"I have given Mr./Ms. _____ flight instruction from Norman Airport to Sherman Airport in both directions, including takeoffs and landing at each airport, and consider him/her competent to conduct repeated solo cross-country flights between these airports under day VFR conditions."
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Note: The instructor may wish to stipulate additional conditions in the above endorsement.

PRIVATE PILOT AIRPLANE

- e. REF: FAR 61.35(a)(1) and 61.105(a) - Private Pilot Aeronautical Knowledge
 "I certify that I have given Mr./Ms. _____ the ground instruction required by FAR 61.105(a)(1) through (4)."
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- f. REF: FAR 61.107(a) - Private Pilot Flight Proficiency
 "I certify that I have given Mr./Ms. _____ the flight instruction required by FAR 61.107(a)(1) through (10), and find him/her competent to perform each pilot operation safely as a Private Pilot."
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COMMERCIAL PILOT AIRPLANE

- g. REF: FAR 61.35(a)(1) and 61.125(a) - Commercial Pilot Aeronautical Knowledge
 "I certify that I have given Mr./Ms. _____ the ground instruction required by FAR 61.125(a)(1) through (3)."
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- h. REF: FAR 61.127(a) - Commercial Pilot Flight Proficiency
 "I certify that I have given Mr./Ms. _____ the flight instruction required by FAR 61.127(a)(1) through (6), and find him/her competent to perform each pilot operation as a Commercial Pilot."
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INSTRUMENT RATING AIRPLANE

- i. REF: FAR 61.65(b) - Required Ground Instruction
 "I certify that I have given Mr./Ms. _____ the ground instruction required under FAR 61.65(b)(1) through (4) for airplanes."
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FLIGHT INSTRUCTOR - AIRPLANE

- j. REF: FAR 61.185(b) - Aeronautical Knowledge
 "I certify that I have given Mr./Ms. _____ the ground instruction required by FAR 61.105(a), 61.125(a), and 61.65(b) in preparation for his/her Airplane Flight Instructor rating."
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Note: In addition the applicant must present evidence of satisfactory completion of a course of instruction as required by FAR 61.185(a)(1) through (6).

- k. REF: FAR 61.187(a) - Flight Proficiency
 "I certify that I have given Mr./Ms. _____ the flight instruction required by FAR 61.187(a)(1) through (6), and find him/her competent to pass a practical test on each subject contained therein."
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Note: All of the ground instruction required by 61.105, 61.125, and 61.65 may be given by an authorized ground or flight instructor. However, the flight instructor who gives the flight instruction required by 61.187(a) must meet the requirements of 61.187(b).

MISCELLANEOUS ENDORSEMENTS

- l. REF: FAR 61.57(a) - Successful Completion of a Biennial Flight Review
 Mr./Ms. _____, holder of Pilot Certificate No. 0000001, has satisfactorily completed a biennial flight review required by FAR 61.57(a) on 3-11-79.
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Note: Unsatisfactory performance on a biennial flight review.
 No written entry reflecting a failure.

- m. REF: FAR 61.57(e)(2) - Instrument Competency Check
 Mr./Ms. _____, holder of Pilot Certificate No. 0000001, has satisfactorily completed an instrument competency check on 3-11-78.
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Note: Unsatisfactory performance on an instrument competency check.
 No written entry reflecting a failure.

- n. REF: FAR 61.31(e) - High Performance Airplane Check
 "I have checked Mr./Ms. _____, Airman Certificate No. 0000001, in a high performance airplane, and find him/her competent to act as pilot in command in such aircraft, 3-11-79."
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- o. REF: FAR 61.31(d)(2) - Category and Class Rating Solo Operations (example: Airplane Multiengine Land)
 "I certify that I have given Mr./Ms. _____ flight instruction in the pilot operations required for an Airplane Multiengine Land rating, and consider him/her competent to solo a multiengine land airplane."
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- p. REF: FAR 61.39(a)(5) - Prerequisites for Flight Tests
 "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 airman written test, and consider him/her competent to pass the test."

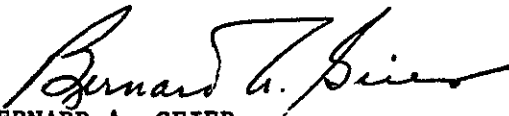
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Note: The instructor may sign the instructor's recommendation on FAA Form 8710-1, Airman Certificate and/or Rating Application, and it will be accepted in lieu of the above endorsement, provided all appropriate Part 61 requirements are substantiated by reliable records.

- q. REF: FAR 61.49 - Retesting After Failure
Written tests within (30) days of first failure.
"I have given Mr./Ms. _____ hours of additional instruction and find him/her competent to pass the Private Pilot written test."
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Note: The instructor may also complete the endorsement in the space provided on the bottom of the student's airman written test grade slip.
Written test: Within (30) days of second or subsequent failures:
Not authorized - The applicant must wait (30) days for re-examination.

- r. REF: FAR 61.63(c) - Additional Aircraft Rating Example (Airplane Multiengine Land)
"I have given Mr./Ms. _____ the required instruction and consider him/her competent to pass the Private or Commercial Pilot (as appropriate) flight test for an Airplane Multiengine Land class rating."
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BERNARD A. GEIER
Acting Director of Flight Operations