

Private Pilot Certificate

Minimum Hours:

40 Total Time

including 20 Dual Time

Knowledge Test (Computer Test)

Practical Exam (Oral & Flight)

Instrument Rating

Minimum Hours:

50 Cross Country

40 Actual/SIM IMC

including 15 Dual

Knowledge Test (Computer Test)

Practical Exam (Oral & Flight)

Endorsements

They do not need a knowledge test or practical exam...just the CFI to believe you will be safe

- * Tailwheel

- * High Performance

(more than 200 horsepower)

- * Complex

(retractable landing gear, movable flaps and a controllable-pitch propeller)

- * High altitude

Commercial Pilot Certificate

Minimum Hours:

250 Total Time

including 20+ additional Dual Time

Knowledge Test (Computer Test)

Practical Exam (Oral & Flight)

Multi Engine

Around 10-12 hours

Short flight with examiner

ATP

Minimum Hours:

1500 Total Time

500 Cross Country

Certificates Classes Ratings



Certificates

61.5 Certificates and ratings issued under this part.

(a) The following certificates are issued under this part to an applicant who satisfactorily accomplishes the training and certification requirements for the certificate sought:

(1) Pilot certificates -

(i) Student pilot.

(ii) Sport pilot.

(iii) Recreational pilot.

(iv) Private pilot.

(v) Commercial pilot.

(vi) Airline transport pilot.

(2) Flight instructor certificates.

(3) Ground instructor certificates.

Ratings Placed on a Pilot Certificate

(b) The following ratings are placed on a pilot certificate (other than student pilot) when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

(1) Aircraft category ratings -

(i) Airplane.

(ii) Rotorcraft.

(iii) Glider.

(iv) Lighter-than-air.

(v) Powered-lift.

(vi) Powered parachute.

(vii) Weight-shift-control aircraft.

Ratings Placed on a Pilot Certificate

(2) Airplane class ratings -

(i) Single-engine land.

(ii) Multiengine land.

(iii) Single-engine sea.

(iv) Multiengine sea.

(3) Rotorcraft class ratings -

(i) Helicopter.

(ii) Gyroplane.

(4) Lighter-than-air class ratings -

(i) Airship.

(ii) Balloon.

Ratings Placed on a Pilot Certificate

(5) Weight-shift-control aircraft class ratings -

- (i) Weight-shift-control aircraft land.
- (ii) Weight-shift-control aircraft sea.

(6) Powered parachute class ratings -

- (i) Powered parachute land.
- (ii) Powered parachute sea.

(7) Aircraft type ratings -

- (i) Large aircraft other than lighter-than-air.
- (ii) Turbojet-powered airplanes.
- (iii) Other aircraft type ratings specified by the Administrator through the aircraft type certification procedures.
- (iv) Second-in-command pilot type rating for aircraft that is certificated for operations with a minimum crew of at least two pilots.

Instrument Ratings Placed on a Pilot Certificate

(8) Instrument ratings (on private and commercial pilot certificates only) -

(i) Instrument - Airplane.

(ii) Instrument - Helicopter.

(iii) Instrument - Powered-lift.

Ratings Placed on a Flight Instructor Certificate

(c) The following ratings are placed on a flight instructor certificate when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

(1) Aircraft category ratings -

(i) Airplane.

(ii) Rotorcraft.

(iii) Glider.

(iv) Powered-lift.

Ratings Placed on a Flight Instructor Certificate

(2) Airplane class ratings -

(i) Single-engine.

(ii) Multiengine.

(3) Rotorcraft class ratings -

(i) Helicopter.

(ii) Gyroplane.

Ratings Placed on a Flight Instructor Certificate

- (4) Instrument ratings -
 - (i) Instrument - Airplane.
 - (ii) Instrument - Helicopter.
 - (iii) Instrument - Powered-lift.

- (5) Sport pilot rating.

Ground Instructor

(d) The following ratings are placed on a ground instructor certificate when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

- (1) Basic.
- (2) Advanced.
- (3) Instrument.



Any questions I can answer or
follow up later on?

Student Pilot Certificate



Cleared For
the Option!

Lesson Objective

To develop understanding of how to get a Student Pilot Certificate and it's limitations

When do I need a student pilot certificate?

Before you can fly solo. You don't need a student pilot certificate to take flying lessons.

Am I eligible for a student pilot certificate?

You are eligible if:

You are at least 16 years old.

If you plan to pilot a glider or balloon, you must be at least 14 years old.

You can read, speak, and understand English

How do I get a student pilot certificate?

You must complete an application through the Integrated Airman Certification and Rating Application (IACRA) website or by paper using FAA form 8710-1 and submit it to a Flight Standards District Office (FSDO), an FAA-designated pilot examiner, an airman certification representative associated with a part 141 flight school, or a certificated flight instructor.

The authorized individual will process your application and submit the required documents to the Airman Certification Branch.

Once, reviewed by Airman Certification Branch, the student pilot certificate will be mailed to the address provided by you on the application.

How do I get a student pilot certificate?

<https://iacra.faa.gov/IACRA/HelpAndInfo.aspx?id=6>

IACRA

Go to <https://iacra.faa.gov>

Click the “Register” link near the upper right corner of the page.

Select “Applicant” on the next page then review the Terms of Service (TOS) and click the “Agree to TOS and Continue>>” button to move on.

Fill out your IACRA – User Profile Information as accurately as possible.

It will be helpful if your name information closely matches the name on your photo id.

Leave the “Airman Certificate Number” and “Date of Issuance” fields blank.

Many pilots select “Do Not Use” regarding their social security number but this is up to you.

After registering, login with your new credentials.



Click the “Start New Application” button.

The Application Type will be “Pilot” and the Pilot Certifications will be “Student Pilot.” Click the Start Application button.

Fill in the information the Personal Information section and click the Save & Continue button.

Submit the application and make an appointment with your instructor or another authorized individual.

When the time comes to meet for verification purposes, be sure to bring your unexpired driver’s license, passport, or other acceptable photo id to your meeting.

You must apply in person with the authorized individual.

How long will it be before I receive my student pilot certificate by mail?

In approximately three weeks.

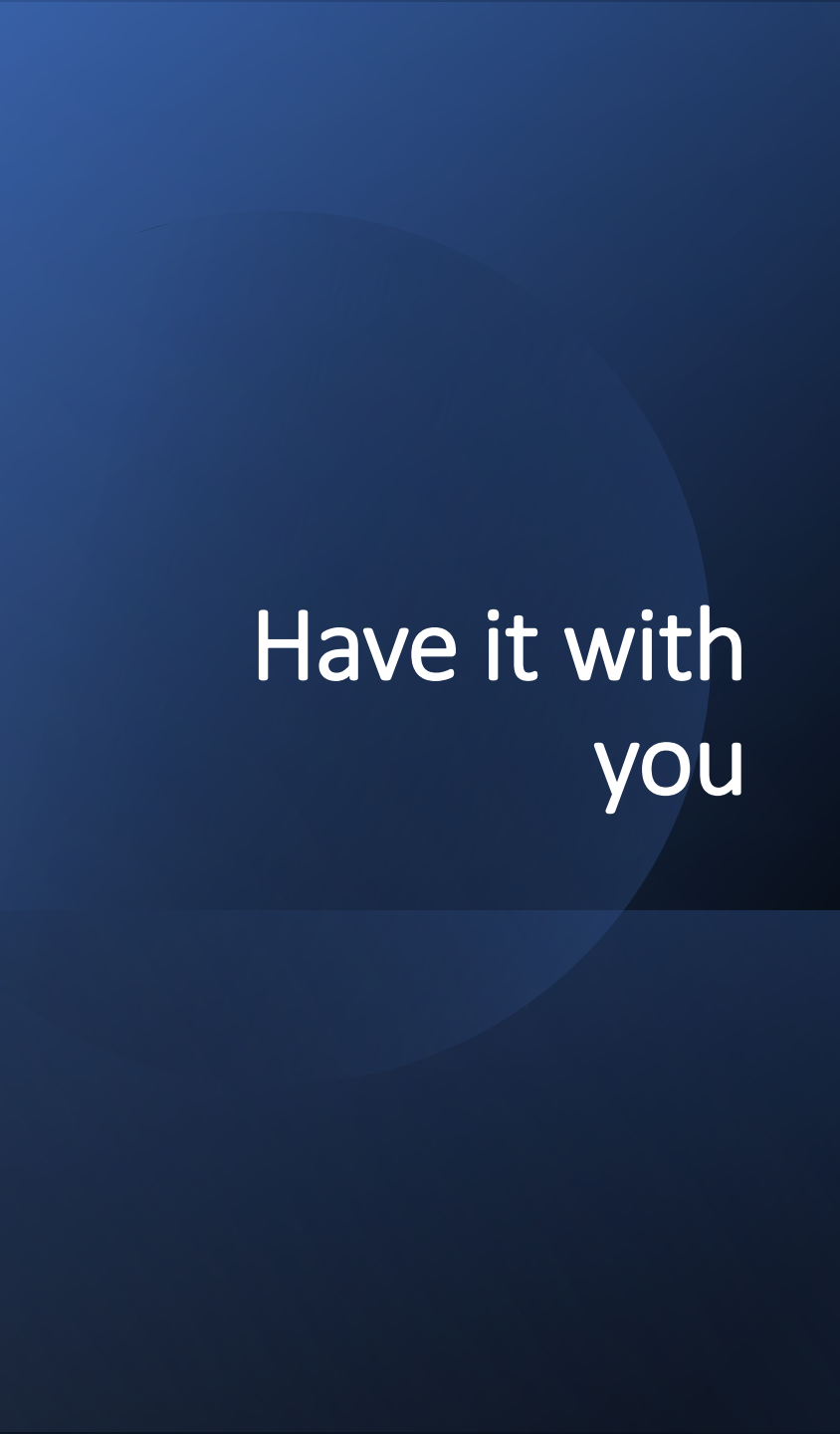
Utilizing the Integrated Airman Certification and Rating Application (IACRA) will minimize this time.

How long are my student pilot certificate and my medical certificate valid?

Student pilot and medical certificate are no longer the same document, therefore, refer to 14 CFR 61.23 for complete information on duration of a medical certificate.

After April 1, 2016, Student pilot certificates do not expire; the certificate will be surrendered and superseded upon successful completion of the higher certification.

Student pilot certificates issued prior to April 1, 2016, will expire according to their expiration date, either 24 or 60 months from the date of issuance.



Have it with you

Must I carry my student pilot certificate and medical certificate with me when I am piloting an aircraft in solo flight?

Yes.

+ Photo ID

+ Medical

+ Logbook

How much?

There is no charge for application made directly to the Flight Standards District Office (FSDO).

However, an FAA-designated pilot examiner, an airman certification representative associated with a part 141 flight school, or a certificated flight instructor can charge a reasonable fee for processing an application for student pilot certificates.

Limitations

61.89 General limitations.

(a) A student pilot may not act as pilot in command of an aircraft:

- (1) That is carrying a passenger;
- (2) That is carrying property for compensation or hire;
- (3) For compensation or hire;
- (4) In furtherance of a business;

Limitations

- (5) On an international flight, except that a student pilot may make solo training flights from Haines, Gustavus, or Juneau, Alaska, to White Horse, Yukon, Canada, and return over the province of British Columbia;
- (6) With a flight or surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;
- (7) When the flight cannot be made with visual reference to the surface; or
- (8) In a manner contrary to any limitations placed in the pilot's logbook by an authorized instructor.

Limitations

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

Limitations

- (c) A student pilot seeking a sport pilot certificate must comply with the provisions of paragraphs (a) and (b) of this section and may not act as pilot in command -
- (1) Of an aircraft other than a light-sport aircraft;
 - (2) At night;
 - (3) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;
 - (4) In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or on an airport having an operational control tower without having received the ground and flight training specified in § 61.94 and an endorsement from an authorized instructor;
 - (5) Of a light-sport aircraft without having received the applicable ground training, flight training, and instructor endorsements specified in § 61.327 (a) and (b).



Any questions I can answer or follow up later on?

Private Pilot Requirements



61.103 Eligibility requirements: General.

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

- (a) Be at least **17** years of age for a rating in other than a glider or balloon.
- (b) Be at least 16 years of age for a rating in a glider or balloon.
- (c) Be able to read, speak, write, and understand the **English** language. If the applicant is unable to meet one of these requirements due to medical reasons, then the Administrator may place such operating limitations on that applicant's pilot certificate as are necessary for the safe operation of the aircraft.
- (d) Receive a logbook endorsement from an authorized instructor who:
 - (1) Conducted the training or reviewed the person's home study on the aeronautical knowledge areas listed in § 61.105(b) of this part that apply to the aircraft rating sought; and

61.103 Eligibility requirements: General.

- (2) Certified that the person is prepared for the required knowledge test.
- (e) **Pass the required knowledge test** on the aeronautical knowledge areas listed in § 61.105(b) of this part.
- (f) Receive flight training and a logbook endorsement from an authorized instructor who:
 - (1) Conducted the training in the areas of operation listed in § 61.107(b) of this part that apply to the aircraft rating sought; and
 - (2) Certified that the person is prepared for the required practical test.
- (g) Meet the aeronautical experience requirements of this part that apply to the aircraft rating sought before applying for the practical test.
- (h) Pass a practical test on the areas of operation listed in § 61.107(b) of this part that apply to the aircraft rating sought.
- (i) Comply with the appropriate sections of this part that apply to the aircraft category and class rating sought.
- (j) Hold a U.S. student pilot certificate, sport pilot certificate, or recreational pilot certificate.

61.109 Aeronautical experience.

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

(1) **3** hours of **cross-country** flight training in a single-engine airplane;

(2) Except as provided in § 61.110 of this part, **3** hours of night flight training in a single-engine airplane that includes -

(i) One cross-country flight of **over 100 nautical** miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

61.109 Aeronautical experience.

(3) **3** hours of flight training in a single-engine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) **3** hours of flight training with an authorized instructor in a single-engine airplane in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test; and

(5) **10** hours of solo flight time in a single-engine airplane, consisting of at least -

(i) **5** hours of solo cross-country time;

(ii) One solo cross country flight of **150 nautical miles** total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

61.113 Private pilot privileges and limitations

- (a) Except as provided in paragraphs (b) through (h) of this section, no person who holds a private pilot certificate may act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft.
- (b) A private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if:
 - (1) The flight is only incidental to that business or employment; and
 - (2) The aircraft does not carry passengers or property for compensation or hire.
- (c) A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.
- (d) A private pilot may act as pilot in command of a charitable, nonprofit, or community event flight described in § 91.146, if the sponsor and pilot comply with the requirements of § 91.146.
- (e) A private pilot may be reimbursed for aircraft operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, airport expenditures, or rental fees, and the operation is sanctioned and under the direction and control of:

61.113 Private pilot privileges and limitations

- (1) A local, State, or Federal agency; or
- (2) An organization that conducts search and location operations.
- (f) A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.
- (g) A private pilot who meets the requirements of § 61.69 may act as a pilot in command of an aircraft towing a glider or unpowered ultralight vehicle.
- (h) A private pilot may act as pilot in command for the purpose of conducting a production flight test in a light-sport aircraft intended for certification in the light-sport category under § 21.190 of this chapter, provided that -
 - (1) The aircraft is a powered parachute or a weight-shift-control aircraft;
 - (2) The person has at least 100 hours of pilot-in-command time in the category and class of aircraft flown; and

61.113 Private pilot privileges and limitations

(3) The person is familiar with the processes and procedures applicable to the conduct of production flight testing, to include operations conducted under a special flight permit and any associated operating limitations.

(i) A private pilot may act as pilot in command of an aircraft without holding a medical certificate issued under part 67 of this chapter provided the pilot holds a valid U.S. driver's license, meets the requirements of § 61.23(c)(3), and complies with this section and all of the following conditions and limitations:

(1) The aircraft is authorized to carry not more than 6 occupants, has a maximum takeoff weight of not more than 6,000 pounds, and is operated with no more than five passengers on board; and

(2) The flight, including each portion of the flight, is not carried out -

(i) At an altitude that is more than 18,000 feet above mean sea level;

(ii) Outside the United States unless authorized by the country in which the flight is conducted; or

(iii) At an indicated airspeed exceeding 250 knots; and

61.113 Private pilot privileges and limitations

- (3) The pilot has available in his or her logbook -
 - (i) The completed medical examination checklist required under § 68.7 of this chapter; and
 - (ii) The certificate of course completion required under § 61.23(c)(3).

See Also

61.105 Aeronautical knowledge.

61.107 Flight proficiency.



Any questions I can answer or
follow up later on?

Cross Country Time



Cleared For
the Option!

From § 61.1 Applicability and definitions

Cross-country time means—

(i) Except as provided in paragraphs (ii) through (vi) of this definition, time acquired during flight—

(A) Conducted by a person who holds a pilot certificate;

(B) Conducted in an aircraft;

(C) That includes a landing at a point other than the point of departure; and

(D) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

From § 61.1 Applicability and definitions

(ii) For the purpose of meeting the aeronautical experience requirements (except for a rotorcraft category rating), for a **private pilot certificate** (except for a powered parachute category rating), a **commercial pilot certificate, or an instrument rating**, or for the purpose of exercising recreational pilot privileges (except in a rotorcraft) under § 61.101 (c), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That includes a **point of landing that was at least a straight-line distance of more than 50 nautical miles from the original point of departure**; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

From § 61.1 Applicability and definitions

(iii) For the purpose of meeting the aeronautical experience requirements for a **sport pilot certificate** (except for powered parachute privileges), time acquired during a flight conducted in an appropriate aircraft that—

(A) Includes a point of landing at least a **straight line distance of more than 25 nautical miles from the original point of departure**; and

(B) Involves, as applicable, the use of dead reckoning; pilotage; electronic navigation aids; radio aids; or other navigation systems to navigate to the landing point.

From § 61.1 Applicability and definitions

(iv) For the purpose of meeting the aeronautical experience requirements for a sport pilot certificate with **powered parachute privileges or a private pilot certificate with a powered parachute category rating**, time acquired during a flight conducted in an appropriate aircraft that—

(A) Includes a point of landing at least a **straight line distance of more than 15 nautical miles from the original point of departure**; and

(B) Involves, as applicable, the use of dead reckoning; pilotage; electronic navigation aids; radio aids; or other navigation systems to navigate to the landing point.

From § 61.1 Applicability and definitions

(v) For the purpose of meeting the aeronautical experience requirements for any pilot certificate with a **rotorcraft category rating or an instrument-helicopter rating**, or for the purpose of exercising recreational pilot privileges, in a rotorcraft, under § 61.101(c), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That includes a point of landing that was at least a **straight-line distance of more than 25 nautical miles from the original point of departure**; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

From § 61.1 Applicability and definitions

(vi) For the purpose of meeting the aeronautical experience requirements for an **airline transport pilot certificate** (except with a rotorcraft category rating), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That is at least a **straight-line distance of more than 50 nautical miles from the original point of departure**; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems

(Note you do not need to land so any place past 50 NM)



Any questions I can answer or
follow up later on?

Airplane Type Ratings



From AOPA Article

In the United States, a type rating is required to act as pilot in command (PIC) of any aircraft that exceeds 12,500 pounds maximum takeoff weight (MTOW). In addition, all turbojet-powered aircraft require a type rating, regardless of MTOW. For the purpose of this regulation, the “turbojet” engine encompasses turbofan engines, but excludes turboprop engines. Pilots flying turboprop and piston-engine aircraft are, therefore, affected by the MTOW requirement only. So, the PIC must possess a specific type rating to operate any aircraft exceeding the MTOW limit, or any turbojet-powered aircraft regardless of weight.

From AOPA Article

Type ratings are issued via traditional checkrides. The pilot must pass an oral exam and a flight test before the rating can be issued. Additionally, the practical test standards (PTS) for issuance of a type rating essentially are the same as the airline transport pilot PTS, in terms of the required performance standards. Therefore, even a private pilot adding a type rating to his pilot certificate must perform to ATP standards in order to earn that rating.

From AOPA Article

Many type ratings cover multiple aircraft. Probably the most famous and versatile among them is the CE-500 rating. Cessna's line of Citation business jets includes a dizzying array of models and sub-models. The basic CE-500 rating allows PIC operations of more than a dozen of them, ranging from the original Citation through the various models in the Citation I, II, and V series. However, pilots wishing to earn single-pilot privileges on one or more of those models must earn a separate single-pilot type rating. Cessna's CE-525 type rating covers every model in the CJ series, as well as the Citation Mustang.

From AOPA Article

In many cases, the differences among aircraft types covered by a single type rating are minor. The manufacturer will petition the FAA to allow the previously created type rating to cover a subsequent model, which often is approved. This can be referred to as multiple aircraft having a “common type.” History has demonstrated that this can happen numerous times, as further models are developed, each building off the previous. In the end, a given type rating often may encompass a wide range of aircraft that differ significantly in vintage, performance, avionics, automation, and system specifics.

From AOPA Article

You've just earned your first type rating—and it's a single-pilot (SP) type rating. This lets you fly an airplane such as a Cessna Citation Mustang, many Cessna Citation 500-series airplanes, Embraer's Phenom 100 or Phenom 300, or any of several other light jets without a second pilot riding shotgun. Typically, any airplane with a maximum certificated takeoff weight of 12,500 pounds or more—and any jet—requires two pilots at the controls. So qualifying for single-pilot privileges is quite an accomplishment, particularly if you have no prior jet type ratings and no jet time.

From AOPA Article

But hold on—you can't just hop into the left seat of a jet and fly solo. With no prior type ratings, the FAA requires that you log 25 hours of supplemental operating experience before you're officially legal to fly solo. That means flying with someone who's also type rated to fly the jet in which you've earned your SP privileges. It's a way of logging quality cross-country, high-altitude, and terminal-area time in the airplane. The sort of time you can't experience in simulator-based type rating training.

From AOPA Article

After you've racked up the 25 hours, you can visit any Flight Standards District Office to have your SOE restriction removed. Just bring in your logbook and show the entries.

Of course, there are ways you can earn full, unrestricted SP privileges the moment you pass your checkride. If you meet at least one of the following preconditions, you'll earn an unrestricted type rating immediately upon passing the checkride:

- Possess a current, unrestricted jet type rating.
- Have at least 2,000 hours total time, with a minimum of 500 hours in multiengine turboprop or jet airplanes.
- Have a U.S. military pilot certificate with multiengine jet privileges.
- Have logged 500 hours as second in command in the airplane in which you're seeking the type rating.
- Earn 1,000 hours as second in command in at least two airplanes that require a type rating.

§ 61.31

§ 61.31 Type rating requirements, additional training, and authorization requirements.

(a) Type ratings required. A person who acts as a pilot in command of any of the following aircraft must hold a type rating for that aircraft:

- (1) Large aircraft (except lighter-than-air).
- (2) Turbojet-powered airplanes.
- (3) Other aircraft specified by the Administrator through aircraft type certificate procedures.

§ 61.31

(b) Authorization in lieu of a type rating. A person may be authorized to operate without a type rating for up to 60 days an aircraft requiring a type rating, provided—

(1) The Administrator has authorized the flight or series of flights;

(2) The Administrator has determined that an equivalent level of safety can be achieved through the operating limitations on the authorization;

(3) The person shows that compliance with paragraph (a) of this section is impracticable for the flight or series of flights; and

(4) The flight—

(i) Involves only a ferry flight, training flight, test flight, or practical test for a pilot certificate or rating;

(ii) Is within the United States;

(iii) Does not involve operations for compensation or hire unless the compensation or hire involves payment for the use of the aircraft for training or taking a practical test; and

(iv) Involves only the carriage of flight crewmembers considered essential for the flight.

(5) If the flight or series of flights cannot be accomplished within the time limit of the authorization, the Administrator may authorize an additional period of up to 60 days to accomplish the flight or series of flights.

§ 61.31

(c) Aircraft category, class, and type ratings: Limitations on the carriage of persons, or operating for compensation or hire. Unless a person holds a category, class, and type rating (if a class and type rating is required) that applies to the aircraft, that person may not act as pilot in command of an aircraft that is carrying another person, or is operated for compensation or hire. That person also may not act as pilot in command of that aircraft for compensation or hire.

(d) Aircraft category, class, and type ratings: Limitations on operating an aircraft as the pilot in command. To serve as the pilot in command of an aircraft, a person must—

(1) Hold the appropriate category, class, and type rating (if a class or type rating is required) for the aircraft to be flown; or

(2) Have received training required by this part that is appropriate to the pilot certification level, aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and have received an endorsement for solo flight in that aircraft from an authorized instructor.



Any questions I can answer or
follow up later on?

Airline Transport Pilot (ATP) – Airplane Multiengine
Applicant Qualifications Job Aid
Applicants Engaged in Operations Under 14 CFR Part 61 or 141

APPLICANT NAME:	DATE:
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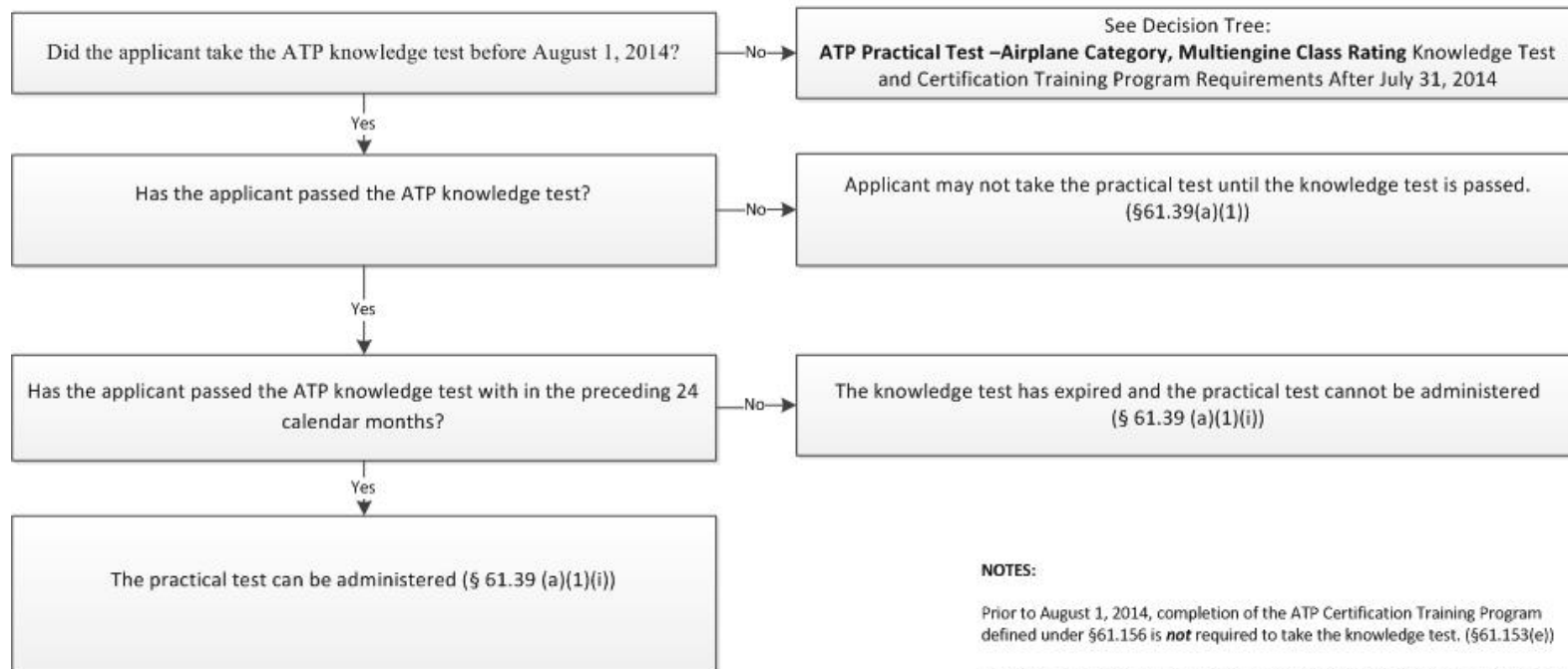
I. General Eligibility	
A. Applicant Age § 61.153(a)(1) and (2)	
1. At least 23 years old for an airline transport pilot (ATP) certificate (II.A. below)	
2. At least 21 years old for a restricted privileges ATP certificate (II.B. below)	
B. English Language Requirement	
C. Good Moral Character	
D. Pilot Qualifications	
1. FAA commercial pilot certificate and an instrument rating OR FAA ATP certificate with restricted privileges	
2. Official U.S. military records as prescribed in § 61.73	
3. A foreign commercial pilot license with an instrument rating or a foreign ATP certificate with instrument privileges issued by an International Civil Aviation Organization (ICAO) country and contains no limitations. § 61.71(c)	
E. Valid Certified Knowledge Test Report (See attached decision trees)	
1. ATP – Airplane completed on or before July 31, 2014 OR	
2. ATP – Multiengine Class completed after July 31, 2014	
F. Valid Graduation Certificate from an ATP Certification Training Program (CTP) (See attached decision trees)	
G. Current FAA Medical Certificate (at least Third Class)	
II. Aeronautical Experience (Complete A or B)	
A. ATP Certificate § 61.159	
1. 1500 hours of total flight time	
2. 250 hours as pilot in command (PIC), or as second in command (SIC) performing the duties of PIC while under the supervision of a PIC, or any combination thereof (reference § 61.51 on logging time)	
3. 500 hours of cross country time; 100 hours PIC cross country	
4. 100 hours of night flight; 25 hours PIC night (may substitute landings)	
5. 75 hours of instrument time	

ATP – Airplane Multiengine Applicant Qualifications Job Aid (continued)

6. 50 hours in class (Up to 25 hours may be in a full flight simulator (FFS) representing a multiengine airplane may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in parts 121, 135, 141, or 142.)	
B. Restricted Privileges ATP certificate § 61.160 Applicants for a restricted privileges ATP must meet the requirements in 1, 2, 3, OR 4 below, AND the following:	
• 250 hours as PIC, or as SIC performing the duties of PIC while under the supervision of a PIC, or any combination thereof (reference § 61.51 on logging time)	
• 200 hours of cross country time; 100 hours PIC cross country	
• 100 hours of night flight; 25 hours PIC night (may substitute landings)	
• 75 hours of instrument time	
• 50 hours in class (Up to 25 hours may be in a FFS representing a multiengine airplane may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in parts 121, 135, 141, or 142.)	
1. U.S. military pilot or former U.S. military pilot	
• 750 hours of total time as pilot	
• Required documentation per § 61.160(a)	
2. Graduate of a Bachelor's Degree Program with an Aviation Major	
• 1,000 hours of total time as pilot (students who have completed at least 60 credit hours in accordance with § 61.160(b)) OR • 1,250 hours of total time as pilot (students who have completed at least 30, but less than 60 credit hours in accordance with § 61.160(d))	
• Certifying statement on official transcript or other approved document	
3. Graduates of an Associate's Degree Program with an Aviation Major	
• 1,250 hours of total time as pilot (students who have completed at least 30 credit hours in accordance with § 61.160(c))	
• Certifying statement on official transcript or other approved document	
4. 1,500 Hours Total Time as a Pilot	
• Meet the requirements of § 61.160(f)	

ATP – Airplane Multiengine Applicant Qualifications Job Aid (continued)

ATP Practical Test –Airplane Category, Multiengine Class Rating Knowledge Test and Certification Training Program Requirements On or Before July 31, 2014



NOTES:

Prior to August 1, 2014, completion of the ATP Certification Training Program defined under §61.156 is **not** required to take the knowledge test. (§61.153(e))

The knowledge test results for pilots who pass the knowledge test on or before July 31, 2014, are valid within the 24 calendar month period preceding the month the applicant completes the practical test. (§61.39(a)(1)(i))

Pilots may not use an expired ATP knowledge test that was taken on or before July 31, 2014, to take the practical test even if they are currently employed by an air carrier. (§61.39(b)(1), (2), and (3))

Additional requirements for the ATP practical test, which are not dependent on date, can be found in §61.39.

ATP – Airplane Multiengine Applicant Qualifications Job Aid (continued)

ATP Practical Test –Airplane Category, Multiengine Class Rating Knowledge Test and Certification Training Program Requirements After July 31, 2014

