

FAA Certification Regulations
COMERCIAL PILOT
Single-engine Airplane

I. Eligibility

- A. Must be 18 years old
- B. Fluent in English (read, speak, write and understand)
- C. Receive a log book endorsement from an authorized instructor
- D. Pass required knowledge tests on aeronautical knowledge areas 61.125 (b)
- E. Receive the required training and logbook endorsement from an authorized instructor
- F. Meet aeronautical experience requirements before applying for practical test
- G. Pass practical test on areas 61.127 (b.1) single-engine
- H. Hold at least a private pilot certificate under FAR 61 or meet the requirements of FAR 61.73 (military pilots)
- I. Comply with FAR 61 related sections

II. Aeronautical Knowledge (61.125b)

A person applying for commercial pilot certificate must receive and log ground training from an authorized instructor or complete a home-study course on the aeronautical knowledge areas that apply to the aircraft category (ie: single-engine or multiengine aircraft) and class rating sought.

- A. Applicable FAR of this chapter that relate to commercial pilot privileges, limitations and flight operations.
- B. Accident reporting requirements of the NTSB
- C. Basic aerodynamics and the principles of flight
- D. Meteorology to include recognition of critical weather situations, windshear recognitions and avoidance, and the use of aeronautical weather reports and forecast
- E. Safe and efficient operation of aircraft
- F. Weight and balance computations
- G. Use of performance charts
- H. Significance and effects of exceeding aircraft performance limitations
- I. Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning
- J. Use of air navigation facilities
- K. Aeronautical decision making and judgments
- L. Principles and functions of aircraft systems
- M. Maneuvers, procedures and emergency operations appropriate to the aircraft
- N. Night and high-altitude operations
- O. Procedures for operating within the National Airspace System
- P. Procedures for flight and ground training for lighter-than-air ratings.

III. Flight Proficiency

- A. Preflight preparation
- B. Preflight procedures
- C. Airport and seaplane base operations
- D. Takeoffs, landings, and go-arounds
- E. Performance maneuvers
- F. Ground reference maneuvers
- G. Navigation
- H. Slow flight and stalls

- I. Emergency operations
- J. High-altitude operations
- K. Post flight procedures

IV. Aeronautical Experience – 250 hours minimum (must be performed in a single engine aircraft)

- A. at least 220 hours **DUAL** training that includes:
 - 1. 100 hours in powered aircraft of which 50 must be in airplanes
 - 2. 100 hours pilot-in-command with at least:
 - a. 50 hours in airplanes
 - b. 50 hours in cross-country which at least 10 must be in airplanes
 - 3. 20 hours in the areas of operations (61.127 b. 1)
 - a. 10 hours instrument training of which 5 must be in an airplane
 - b. 10 hours in airplane that has retractable landing gear, flaps, and a controllable pitch propeller or is turbine-powered
 - c. 1 cross-country flight of at least:
 - i. 2 hours in an airplane, day VFR conditions consisting of a total straight line distance of more than 100 nautical miles from the original point of departure
 - d. 1 cross-country flight of at least:
 - i. 2 hours in an airplane, night VFR conditions consisting of a total straight line distance of more than 100 nautical miles from the original point of departure
 - e. 3 hours in an airplane in preparation for the practical test within the 60 day period preceding the date of the test
- B. at least 15 hours **SOLO** flight including:
 - 1. 10 hours in an airplane on the areas of operation (61.127 b.1) that includes:
 - a. 1 cross-country flight of:
 - i. not less than 300 nautical miles total distance
 - ii. 3 landings at a minimum of three points
 - (a) one which is a straight line distance of at least 250 nautical miles from the original departure point
 - 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.