

# AERONAUTICAL EXPERIENCE CHECK LIST

Date: April 17, 2003; Revision No. 10

**STATEMENT:** This checklist is not to be used in lieu of Part 61 and Part 141. This checklist has been prepared as merely a quick reference on the required aeronautical experience requirements of Part 61 and Part 141. This checklist may be updated from time to time, and will be so noted on the "Date" area above and the content of those changes are described on the last page of this document.

(1) If there is a difference between the aeronautical experience times contained in this checklist vs. the times contained in Parts 61 or 141, the Federal Regulations will always have precedence.

(2) For brevity purposes, this checklist does not contain the full text of the regulatory requirements.

(3) This checklist has been organized in an outline format as follows:

- Roman numerals [i.e., I, II, III, etc.]
- Capital letters [i.e., A, B, C, etc.]
- Numbers [i.e., 1, 2, 3, etc.]
- Small letters [i.e., a, b, c, etc.]

(4) Table of Contents:

	<u>Page Nos.</u>
Recreational Pilot Certification	2
Private Pilot Certification	2 - 4
Commercial Pilot Certification	4 - 8
Instrument Rating	8 - 9
Airline Transport Pilot Certification & Additional Ratings at the ATP Certification Level	9
Flight Instructor Certification & Flight Instructor-Instrument	10
Additional Category Rating [for other than ATP]	10 - 16
Additional Class Rating [for other than ATP]	16 - 17
Part 141, Appendix A: Recreational Pilot Certification Course	17
Part 141, Appendix B: Private Pilot Certification Course	
17 - 20	
Part 141, Appendix C: Instrument Rating Course	
20 - 21	
Part 141, Appendix D: Commercial Pilot Certification Course	
21 - 24	
Part 141, Appendix E: Airline Transport Pilot Certification Course	24 - 25
Part 141, Appendix F: Flight Instructor Certification Course	25
Part 141, Appendix G: Flight Instructor-Instrument Rating Course	25 - 26
Part 141, Appendix I: Additional Aircraft Category and Class Rating Course	
26 - 31	
Part 141, Appendix I: Additional Aircraft Class Rating Course	31 - 35
Part 141, Appendix J: Type Rating Course	
35 - 36	

# Part 61

## Pilot & Flight Instructor Certification Requirements

### Recreational Pilot Certification

#### ***I. For Single Engine Airplane, Helicopter, or Gyroplane Ratings:***

Total Time: 30 hours which consists of at least-

A. Dual: 15 hours of flight training with an instructor on the Recreational Pilot areas of operation, that includes:

1. 2 hours of en route flight training to another airport in the class of aircraft; and
2. 3 hours of flight training in the class of aircraft within the preceding 60 days prior to the practical test

B. Solo: 3 hours of solo flying in the class of aircraft on the Recreational Pilot areas of operation.

### Private Pilot Certification

**NOTE 1:** Where § 61.109 requires “. . . 3 hours of flight training by reference to instruments in a single engine airplane” [i.e., *II.A.3.*] or “. . . in a multiengine airplane” [i.e., *III. A.3.*] or “. . . in a powered-lift” [i.e., *VI. A.3.*] it has to be in the aircraft in flight. It cannot be in a FS, FTD, or an PCATC. The “. . . flight training by reference to instruments . . .” must have been in the aircraft in flight.

#### ***II. For a Single Engine Airplane Rating:***

Total Time: 40 hours which consists of at least-

A. Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:

1. 3 hours of cross-country flight training in a single engine airplane;
2. 3 hours of night flight training in a single engine airplane, that includes at least-
  - a. 1 cross-country flight of over 100 nm. total distance; and
  - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
3. 3 hours of flight training by reference to instruments in a single engine airplane; and (*See Note 1*)
4. 3 hours of flight training in a single engine airplane within the preceding 60 days prior to the practical test.

B. Solo: 10 hours of solo flying in a single engine airplane on the Private Pilot areas of operation, that includes:

1. 5 hours of solo cross-country flying;
2. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landings; and
3. 3 takeoffs and landings at a controlled airport.

#### ***III. For a Multiengine Airplane Rating:***

Total Time: 40 hours which consists of at least-

A. Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:

1. 3 hours of cross-country flight training in a multiengine airplane;
2. 3 hours of night flight training in a multiengine airplane, that includes at least-
  - a. 1 cross-country flight of over 100 nm. total distance; and
  - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
3. 3 hours of flight training by reference to instruments in a multiengine airplane; and (*See Note 1*)

4. 3 hours of flight training in a multiengine airplane within the preceding 60 days prior to the practical test.
- B. Solo: 10 hours of solo flying in an airplane on the Private Pilot areas of operation, that includes:
1. 5 hours of solo cross-country flying;
  2. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landing; and
  3. 3 takeoffs and landings at a controlled airport.

#### **IV. For a Helicopter Rating:**

Total Time: 40 hours which consists of at least-

- A. Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:
1. 3 hours of cross-country flight training in a helicopter;
  2. 3 hours of night flight training in a helicopter, that includes at least-
    - a. 1 cross-country flight of over 50 nm. total distance; and
    - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
  3. 3 hours of flight training in a helicopter within the preceding 60 days prior to the practical test.
- B. Solo: 10 hours of solo flying in a helicopter on the Private Pilot areas of operation, that includes:
1. 3 hours of solo cross-country flying;
  2. 1 solo cross-country flight of at least 75 nm. total distance with 3 points and one segment of at least 25 nm. between takeoff and landing; and
  3. 3 takeoffs and landings at a controlled airport.

#### **V. For a Gyroplane Rating:**

Total Time: 40 hours which consists of at least-

- A. Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:
1. 3 hours of cross-country flight training in a gyroplane;
  2. 3 hours of night flight training in a gyroplane, that includes at least-
    - a. 1 cross-country flight of over 50 nm. total distance; and
    - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
  3. 3 hours of flight training in a gyroplane within the preceding 60 days prior to the practical test.
- B. Solo: 10 hours of solo flying in a gyroplane on the Private Pilot areas of operation, that includes:
1. 3 hours of solo cross-country flying;
  2. 1 solo cross-country flight of at least 75 nm. total distance with 3 points and one segment of at least 25 nm. between takeoff and landing; and
  3. 3 takeoffs and landings at a controlled airport.

#### **VI. For a Powered-Lift Rating:**

Total Time: 40 hours which consists of at least-

- A. Dual: 20 hours of instruction time with an instructor on the Private Pilot areas of operation that includes:
1. 3 hours of cross-country flight training in a powered-lift;
  2. 3 hours of night flight training in a powered-lift, that includes at least-
    - a. 1 cross-country flight of over 100 nm. total distance; and
    - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
  3. 3 hours of flight training by reference to instruments in a powered-lift; and (*See Note 1*)
  4. 3 hours of flight training in a powered-lift within the preceding 60 days prior to the practical test.
- B. Solo: 10 hours of solo flying in an airplane or powered-lift on the Private Pilot areas of operation, that includes:
1. 5 hours of solo cross-country flying;
  2. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landings locations; and
  3. 3 takeoffs and landings at a controlled airport.

#### **VII. For a Glider Rating**

A. Total Time: If applicant has not logged at least 40 hours of flight time in heavier than air aircraft, then the applicant must have logged at least 10 hours in gliders on the Private Pilot areas of operation that includes 20 flights in a glider and includes at least—

1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
2. Solo: 2 hours of solo flying in a glider with not less than 10 launches and landings.

or

B. Total Time: If applicant has logged at least 40 hours of flight time in heavier than air aircraft, then the applicant must have logged at least 3 hours in gliders on the Private Pilot areas of operation, that includes:

1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
2. Solo: 10 flights of solo flying in a glider.

### ***VIII. For an Airship Rating:***

Total Time: 36 hours which consists of at least-

A. Dual: 25 hours of flight training with an instructor on the Private Pilot areas of operation that includes:

1. 3 hours of cross-country training in an airship; and
2. 3 hours of night flight training in an airship, that includes at least-
  - a. 1 cross-country of over 25 nm. total distance; and
  - b. 5 takeoffs and 5 landings with each involving a flight in the traffic pattern.
3. 3 hours of flight training by reference to maneuvering by instruments in an airship;
4. 3 hours of flight training in an airship within the preceding 60 days prior to the practical test; and

B. Performing PIC: 5 hours performing the duties of a PIC in an airship with an authorized instructor on board.

### ***IX. For a Balloon Rating:***

Total Time: 10 hours of flight training that includes at least 6 flights with an instructor on the Private Pilot areas of operation,

which includes:

A. If the training is in a gas balloon, at least 2 flights of 2 hours each that includes at least---

1. Dual: 1 flight in a gas balloon, involving a controlled ascent to 3000' AGL;
2. Dual: 1 flight in a gas balloon in preparation for the practical test within the preceding 60 days prior to the practical test; and
3. Performing PIC: 2 flights in a gas balloon performing the duties of the PIC.

or

B. If the training is in a balloon with an airborne heater, --

1. Dual: 2 flights of 1 hour each in a balloon with an airborne heater within the preceding 60 days prior to the practical test;
2. Dual: 1 flight in a balloon with an airborne heater involving a controlled ascent to 2000' AGL; and
3. Solo: 1 solo flight in a balloon with airborne heater.

## **Commercial Pilot Certification**

**NOTE 2:** Except for Commercial Pilot applicants who complete a Part 141 approved Commercial Pilot Certification course of training, the "10 hours of solo flying . . . on the Commercial Pilot areas of operation" for the single engine airplane, multiengine airplane, helicopter, gyroplane, and powered lift ratings would need to reflect at least 20 hours of solo time in the "Solo" box of the aircraft category on the "Airman Certificate and/or Rating Application" (FAA Form 8710-1) to account for the Private Pilot solo aeronautical

experience.

**NOTE 3:** Per § 61.129(b)(4), it permits a Commercial Pilot applicant for the multiengine airplane rating to be either solo flight time or performing the duties of PIC with an instructor onboard. In the case of a Commercial Pilot applicant for the multiengine airplane rating who performed “. . . 10 hours of flight time performing the duties of pilot in command in a multiengine airplane with an authorized instructor . . .” [i.e., § 61.129(b)(4)], the aeronautical experience shown in the “Solo” box for the “Airplane” category on the “Airman Certificate and/or Rating Application” (FAA Form 8710-1) may only reflect 10 hours of solo flight time, and the “Pilot in Command” box would be required to show at least 100 hours [i.e., § 61.129(b)(2)].

**NOTE 4:** Applicants for a commercial pilot certificate with the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and who already holds an instrument rating that is appropriate to the category and class rating sought are not required to accomplish an additional “. . . 10 hours of instrument training . . .” as stated in § 61.129(a)(3)(i); § 61.129(b)(3)(i); § 61.129(c)(3)(i); § 61.129(d)(3)(i); and § 61.129(e)(3)(i). However, the required commercial pilot training hour requirements [i.e., “. . . on the areas of operation listed in § 61.127 . . .”] of 20 hours in § 61.129(a)(3), (b)(3), (c)(3), (d)(3), and (e)(3) cannot be reduced to 10 hours.

**NOTE 5:** If an applicant already holds a commercial pilot certificate and an instrument rating, and is seeking an additional aircraft class rating within the same category of aircraft rating held by the applicant then that applicant [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”. Otherwise, that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. However, the instructor will be expected to provide the applicant with enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation.

**NOTE 6:** If an applicant is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. Because in this situation, the applicant is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

**NOTE 7:** The 10 hours performing the duties as PIC with an instructor on board should be listed in the “Pilot in Command” column of the “Airman Certificate and/or Rating Application” (FAA Form 8710-1).

**X. For a Single Engine Airplane Rating:**

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  1. 50 hours in airplanes; and
  2. 50 hours in cross-country flying of which at least 10 hours must be in airplanes.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  1. 10 hours of instrument training of which at least 5 hours must be in a single engine airplane; (See Note 4)
  2. 10 hours of training in a complex airplane or a turbine powered airplane;
  3. 1 cross-country of 2 hours in a single engine airplane in day VFR conditions of a total straight line distance of more than 100 nm. from the departure point;
  4. 1 cross-country of 2 hours in a single engine airplane in night VFR conditions of a total straight line distance of more than 100 nm. from the departure point;
  5. 3 hours of flight training in a single engine airplane within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flight in a single engine airplane on the Commercial Pilot areas of operation, that

includes— (see Note 2)

1. One cross-country flight of not less than 300 nm. with landings with a min of 3 points, one of which is a straight line distance of more than 250 nm.; and
2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XI. For a Multiengine Airplane Rating:**

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  1. 50 hours in airplanes; and
  2. 50 hours in cross-country flying of which at least 10 hours must be in airplanes.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  1. 10 hours of instrument training of which at least 5 hours must be in a multiengine airplane; (See Note 4)
  2. 10 hours of training in a complex multiengine airplane or turbine powered multiengine airplane;
  3. 1 cross-country of 2 hours in a multiengine airplane in day VFR conditions of a total straight line distance of more than 100 nm. from the departure point;
  4. 1 cross-country of 2 hours in a multiengine airplane in night VFR conditions of a total straight line distance of more than 100 nm. from the departure point;
  5. 3 hours of flight training in a multiengine airplane within the preceding 60 days prior to the practical test.
- D. Solo or Performing PIC: 10 hours of solo flying or performing the duties as PIC with an instructor in a multiengine airplane on the Commercial Pilot areas of operation, that includes at least--(see Notes 3 and 7)
  1. One cross-country flight of not less than 300 nm. with landings with a min of 3 points, one of which is a straight line distance of more than 250 nm.; and
  2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XII. For a Powered-Lift Rating:**

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in powered-lifts.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  1. 50 hours in powered-lifts; and
  2. 50 hours in cross-country flying of which at least 10 hours must be in powered-lifts.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  1. 10 hours of instrument training of which at least 5 hours must be in a powered-lift; (See Note 4)
  2. 1 cross-country of 2 hours in a powered-lift in day VFR conditions of a total straight line distance of more than 100 nm. from the departure point;
  3. 1 cross-country of 2 hours in a powered-lift in night VFR conditions of a total straight line distance of more than 100 nm. from the departure point;
  4. 3 hours of flight training in a powered-lift within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flight in a powered-lift on the Commercial Pilot areas of operation, that includes at least- (See Note 2)
  1. One cross-country flight of not less than 300 nm. with landings with a min of 3 points, one of which is a straight line distance of more than 250 nm.; and
  2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XIII. For a Helicopter Rating:**

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in helicopters.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  1. 35 hours in helicopters; and
  2. 10 hours in cross-country flying in helicopters.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--

1. 10 hours of instrument training in an aircraft; (See Note 4)
  2. 1 cross-country of 2 hours in a helicopter in day VFR conditions of a total straight line distance of more than 50 nm. from the departure point;
  3. 1 cross-country of 2 hours in a helicopter in night VFR conditions of a total straight line distance of more than 50 nm. from the departure point;
  4. 3 hours of flight training in a helicopter within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flying in a helicopter on the Commercial Pilot areas of operation, that includes at least-- (See Note 2)
1. One cross-country flight with 3 points of landings of a straight line distance of more than 50 nm. from original departure point; and
  2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XIV. For a Gyroplane Rating:**

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 25 hours must be in gyroplanes.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  1. 10 hours in gyroplanes; and
  2. 3 hours in cross-country flying in gyroplanes.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  1. 5 hours of instrument training in an aircraft; (See Note 4)
  2. 1 cross-country of 2 hours in a gyroplane in day VFR conditions of a total straight line distance of more than 50 nm. from the departure point;
  3. 1 cross-country of 2 hours in a gyroplane in night VFR conditions of a total straight line distance of more than 50 nm. from the departure point;
  4. 3 hours of flight training in a gyroplane within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flying in a gyroplane on the Commercial Pilot areas of operation, that includes at least-- (See Note 2)
  1. One cross-country flight with 3 points of landings of a straight-line distance of more than 50 nm. from original departure point; and
  2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XV. For a Glider Rating**

Total Time: If the applicant has logged at least 25 hours in gliders that includes at least 100 flights in glider as a PIC, then that applicant must have logged at least:

- A. 3 hours in gliders or 10 flights in gliders on the Commercial Pilot areas of operation that includes at least--
  1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
  2. Solo: 2 hours of solo flying in a glider that includes 10 solo flights in a glider on the Commercial Pilot areas of operation.

or must have logged at least:

Total Time: If the applicant has logged at least 200 hours as a pilot in heavier-than-air aircraft and 20 flights in gliders as a PIC, then that applicant must have logged at least:

- B. 3 hours in gliders or 10 flights in a glider on the Commercial Pilot areas of operation that includes at least--
  1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
  2. Solo: 5 solo flights in a glider on the Commercial Pilot areas of operation.

**XVI. For an Airship Rating:**

Total Time: Must have logged at 200 hours of flight time as a pilot that includes at least:

- A. 50 hours in airships;
- B. 30 hours of PIC time in airships that includes at least--
  1. 10 hours of cross-country flying in an airship; and

- 2. 10 hours of night time in airships.
- C. 40 hours of instrument time, which consists of 20 hours in flight of which 10 hours were in airships; and
- D. Dual: 20 hours of flight training in airships on the Commercial Pilot areas of operation, that includes— *(See Note 8 below)*
  - 1. 3 hours of flight training in an airship within the preceding 60 days prior to the practical test;
  - 2. 1 cross-country of at least 1 hour in duration in an airship in day VFR conditions of more than 25 nm. total distance; and
  - 3. 1 cross-country of at least 1 hour in duration in an airship in night VFR conditions of more than 25 nm. total distance.
- E. Perform PIC: 10 hours in an airship performing duties as a PIC with an instructor on board on the CP areas of operation, that includes— *(See Note 8 below)*
  - 1. 1 cross-country flight in an airship; and
  - 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings. *(See Note 8 below)*

**NOTE 8:**

The “20 hours of flight training in airships” in paragraph D should be listed in the “Instruction Received” column of the “Airman Certificate and/or Rating Application” (FAA Form 8710-1);

The “10 hours in an airship performing the duties as a PIC with an instructor on board” in paragraph E should be listed in the “Pilot-in-Command” column of the “Airman Certificate and/or Rating Application” (FAA Form 8710-1) and

And the “5 hours in night VFR conditions with 10 takeoffs and 10 landings” in paragraph E.2. shall be listed in the “Night Takeoff/landings” and “Night Pilot in Command” columns of the “Airman Certificate and/or Rating Application” (FAA Form 8710-1).

**XVII. For a Balloon Rating:**

Total Time: Must of logged at least 35 hours of flight time as a pilot, that includes:

- A. 20 hours in balloons;
- B. 10 flights in balloons;
- C. 2 flights in balloons as a PIC; and
- D. 10 hours in balloons that includes at least 10 flights in balloons on the Commercial Pilot areas of operation,

which includes:

- 1. If the training is in a gas balloon--
  - a. Dual: 2 training flights of 2 hours each with an instructor in a gas balloon on the Commercial Pilot areas of operation within less than 60 days of the practical test;
  - b. Dual: 1 flight involving a controlled ascent to 5,000 feet AGL; and
  - c. Perform PIC: 2 flights performing the duties of PIC a gas balloon with an authorized instructor on the Commercial Pilot areas of operation.

or includes:

- 2. If the training is in a balloon with an airborne heater—
  - a. Dual: 2 training flights of 1 hr each with an instructor in a balloon-airborne heater on the Commercial Pilot areas of operation within less than 60 days of the practical test;
  - b. Dual: 1 flight involving a controlled ascent to 3,000 feet AGL; and
  - c. Solo: 2 solo flights in a balloon with an airborne heater on the Commercial Pilot areas of operation; and

# Instrument Rating

**NOTE 9:** Per § 61.65(a)(1), must “Hold at least a current private pilot certificate with an airplane, helicopter, or powered-lift rating appropriate to the instrument rating sought;”

## ***XVIII. For all instrument ratings.***

Total Time: Must have logged the following:

- A. At least 50 hours of cross-country flying as a PIC, of which at least 10 hours must be in airplanes for an Instrument Airplane rating; and
- B. Total of 40 hours of actual or simulated instrument time on the Instrument areas of operation, that includes at least--
  - 1. Dual: 15 hours of instrument training with an instructor in the aircraft category, that includes at least: (See Note 9)
    - a. 3 hours of the instrument training were within the preceding 60 days prior to the practical test; and
    - b. 1 IFR cross-country flight of more than 250 nm. (more than 100 nm. for helicopters) in the instrument-aircraft rating sought.

or, if for an

- C. Additional instrument rating, 15 hours of instrument training with an instructor for the rating sought, that includes at least:
  - 1. 1 IFR cross-country flight of more than 250 nm. (more than 100 nm. for helicopters) in the instrument-aircraft rating sought; and
  - 2. 3 hours of the instrument training were within the preceding 60 days prior to the practical test.

# Airline Transport Pilot Certification

**NOTE 10:** Pen and ink modifications can be made to the “Airman Certificate and/or Rating Application” FAA Form 8710-1 to show the SIC time performing the duties of PIC used in conjunction with the PIC time to meet the PIC aeronautical experience requirements. As for example, a simple pen entry of a slash or a dash (e.g., PIC / SIC. in the “Pilot in Command” box of Section III of FAA Form 8710-1 can be used to show PIC time vs. SIC time.

## ***XIX. For an Airplane Ratings:***

Total Time - 1,500 hours that includes at least--

- A. 500 hours of cross-country flying;
- B. 100 hours of night time;
- C. 75 hours of instrument time; and
- D. 250 hours in an airplane as a PIC, or as SIC performing the duties of PIC, or any combination thereof, that includes at least — (See Note 10)
  - 1. 100 hours of cross-country flying; and
  - 2. 25 hours of night time.

## ***XX. For a Helicopter Rating:***

Total Time - 1,200 hours that includes at least--

- A. 500 hours of cross-country flying;
- B. 100 hours of night time, of which 15 hours were in helicopters;
- C. 75 hours of instrument time;
- D. 200 hours in a helicopter that includes 75 hours of PIC time, or as SIC performing the duties of PIC, or any combination thereof; and (See Note 10)

E. 75 hours of instrument time, that includes 50 hours in flight with at least 25 hours in helicopters.

**XXI. For a Powered-Lift Rating:**

Total Time - 1,500 hours that includes at least--

- A. 500 hours of cross-country flying;
- B. 100 hours of night time;
- C. 75 hours of instrument time; and
- D. 250 hours of PIC time in an powered-lift as a PIC, or as SIC performing the duties of PIC, or any combination thereof, that includes at least-- (See Note 10)
  - 1. 100 hours of cross-country flying; and
  - 2. 25 hours of night time.

**XXII. For an additional Category Rating at the ATP Certification Level onto an existing ATP Certificate:**

- A. For an Airplane category rating in a single engine or multiengine airplane - 250 hours of flight time in airplanes as a PIC, or as SIC performing the duties of PIC, or any combination thereof.
- B. For a Helicopter rating-200 hours of flight time in helicopters that includes 75 hours of PIC time, or as SIC performing the duties of PIC, or any combination thereof.
- C. For a Powered-Lift rating-250 hours of flight time in powered-lifts as a PIC, or as SIC performing the duties of PIC, or any combination thereof.

**Flight Instructor Certification and Flight  
Instructor-  
Instrument (for an Airplane-Instrument,  
Helicopter-  
Instrument, or Powered Lift-Instrument)**

**XXIII. For all ratings: Have logged at least--**

- A. Dual: No specific min or max amount of time required, just so the applicant has received the appropriate training of § 61.187.
- B. PIC: 15 hours as PIC in the category and class of aircraft for the flight instructor rating sought.

**XXIV. For additional flight instructor ratings: Have logged at least—**

- A. Dual: No specific min or max amount of time required, just so the applicant has received the appropriate training of § 61.187.
- B. PIC: 15 hours as PIC in the category and class of aircraft for the flight instructor rating sought.

**Additional Category Rating per § 61.63(b)  
[for other than ATP Privilege Level]**

**NOTE 11:** Applicants for an additional aircraft rating at the commercial pilot certification level who already holds an instrument rating that is appropriate to the category and class rating sought are not required to accomplish an additional “. . . 10 hours of instrument training . . .” as stated in § 61.129(a)(3)(i); § 61.129(b)(3)(i); § 61.129(c)(3)(i); § 61.129(d)(3)(i); and § 61.129(e)(3)(i). However, the required

commercial pilot training hour requirements [i.e., ". . . on the areas of operation listed in § 61.127 . . ."] of 20 hours in § 61.129(a)(3), (b)(3), (c)(3), (d)(3), and (e)(3) cannot be reduced to 10 hours.

**XXV. An additional Airplane category rating for the Single Engine class rating at the Recreational Pilot Certification Level:**

- A. Dual: 15 hours of flight training in a single engine airplane with an instructor on the Recreational Pilot areas of operation, that includes:
1. 2 hours of en route flight training to another airport in the single engine airplane; and
  2. 3 hours of flight training in the single engine airplane within the preceding 60 days prior to the practical test.
- B. Solo: 3 hours of solo flying in the single engine airplane on the Recreational Pilot areas of operation.

**XXVI. An additional Rotorcraft category rating for the Helicopter class rating at the Recreational Pilot Certification Level:**

- A. Dual: 15 hours of flight training in a helicopter with an instructor on the Recreational. Pilot areas of operation, that includes:
1. 2 hours of en route flight training to another airport in a helicopter; and
  2. 3 hours of flight training in a helicopter within the preceding 60 days prior to the practical test.
- B. Solo: 3 hours of solo flying on the Recreational Pilot areas of operation in a helicopter.

**XXVII. An additional Rotorcraft category rating for the Gyroplane class rating at the Recreational Pilot Certification Level:**

- A. Dual: 15 hours of flight training in a gyroplane with an instructor on the Recreational. Pilot areas of operation, that includes:
1. 2 hours of en route flight training to another airport in a gyroplane; and
  2. 3 hours of flight training in a gyroplane within the preceding 60 days prior to the practical test.
- B. Solo: 3 hours of solo flying on the Recreational Pilot areas of operation in a gyroplane.

**XXVIII. An additional Airplane category rating for the Single Engine class rating at the Private Pilot Certification Level:**

- A. Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation in a single engine airplane, that includes:
1. 3 hours of cross-country flight training in a single engine airplane;
  2. 3 hours of night flight training in a single engine airplane, that includes at least-
    - a. 1 cross-country flight of over 100 nm. total distance; and
    - b. 10 takeoffs and 10 landings to a full stop at an airport.
  3. 3 hours of flight training by reference to instruments in a single engine airplane; and
  4. 3 hours of flight training in a single engine airplane within the preceding 60 days prior to the practical test.
- B. Solo: 10 hours of solo flying on the Private Pilot areas of operation in a single engine airplane, that includes:
1. 5 hours of solo cross-country flying;
  2. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landing; and
  3. 3 takeoffs and landings at a controlled airport.

**XXIX. An additional Airplane category rating for the Multiengine class rating at the Private Pilot Certification Level:**

- A. Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation in a multiengine airplane, that includes:
1. 3 hours of cross-country flight training in a multiengine airplane;
  2. 3 hours of night flight training in a multiengine airplane, that includes at least-
    - a. 1 cross-country flight of over 100 nm. total distance; and
    - b. 10 takeoffs and 10 landings to a full stop at an airport.

3. 3 hours of flight training by reference to instruments in a multiengine airplane; and
4. 3 hours of flight training in a multiengine airplane within the preceding 60 days prior to the practical test.

B. Solo: 10 hours of solo flying on the Private Pilot areas of operation in a multiengine airplane, that includes:

1. 5 hours of solo cross-country flying;
2. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landing; and
3. 3 takeoffs and landings at a controlled airport.

**XXX. An additional category rating for the Powered-Lift rating at the Private Pilot Certification Level:**

A. Dual: 20 hours of flight training in a powered-lift with an instructor on the Private Pilot areas of operation that includes:

1. 3 hours of cross-country flight training in a powered-lift;
2. 3 hours of night flight training in a powered-lift, that includes at least-
  - a. 1 cross-country flight of over 100 nm. total distance; and
  - b. 10 takeoffs and 10 landings to a full stop at an airport.
3. 3 hours of flight training by reference to instruments in a powered-lift; and
4. 3 hours of flight training in a powered-lift within the preceding 60 days prior to the practical test.

B. Solo: 10 hours of solo flying in a powered-lift on the Private Pilot areas of operation, that includes:

1. 5 hours of solo cross-country flying;
2. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landing; and
3. 3 takeoffs and landings at a controlled airport.

**XXXI. An additional Rotorcraft category rating for the Helicopter class rating at the Private Pilot Certification Level:**

A. Dual: 20 hours of flight training in a helicopter with an instructor on the Private Pilot areas of operation that includes:

1. 3 hours of cross-country flight training in a helicopter;
2. 3 hours of night flight training in a helicopter, that includes at least-
  - a. 1 cross-country flight of over 50 nm. total distance; and
  - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
3. 3 hours of flight training in a helicopter within the preceding 60 days prior to the practical test.

B. Solo: 10 hours of solo flying in a helicopter on the Private Pilot areas of operation, that includes:

1. 3 hours of solo cross-country flying;
2. 1 solo cross-country flight of at least 75 nm. total distance with 3 points and one segment of at least 25 nm. between takeoff and landing; and
3. 3 takeoffs and landings at a controlled airport.

**XXXII. An additional Rotorcraft category rating for the Gyroplane class rating at the Private Pilot Certification Level:**

A. Dual: 20 hours of flight training in a gyroplane with an instructor on the Private Pilot areas of operation that includes:

1. 3 hours of cross-country flight training in a gyroplane;
2. 3 hours of night flight training in a gyroplane, that includes at least-
  - a. 1 cross-country flight of over 50 nm. total distance; and
  - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
3. 3 hours of flight training in a gyroplane within the preceding 60 days prior to the practical test.

B. Solo: 10 hours of solo flying in a gyroplane on the Private Pilot areas of operation, that includes:

1. 3 hours of solo cross-country flying;
2. 1 solo cross-country flight of at least 75 nm. total distance with 3 points and one segment of at least 25 nm. between takeoff and landing; and
3. 3 takeoffs and landings at a controlled airport.

**XXXIII. An additional Lighter-than Air category rating for the Airship class rating at the Private Pilot Certification Level:**

A. Dual: 25 hours of flight training in an airship with an instructor on the Private Pilot areas of operation that includes:

1. 3 hours of cross-country training in an airship; and
2. 3 hours of night flight training in an airship, that includes at least-
  - a. 1 cross-country of over 25 nm. total distance; and
  - b. 5 takeoffs and 5 landings with each involving a flight in the traffic pattern.
3. 3 hours of flight training by reference to instruments in an airship;
4. 3 hours of flight training in an airship within the preceding 60 days prior to the practical test; and

B. Performing PIC: 5 hours performing the duties of a PIC in an airship with an instructor on board.

**XXXIV. An additional category rating for the Glider rating at the Private Pilot Certification Level:**

A. If applicant has not logged at least 40 hours of flight time in heavier than air aircraft (otherwise as in the case where the applicants only holds a Lighter-than-Air category rating with an Airship or Balloon class rating), then the applicant must have logged at least 10 hours in gliders on the Private Pilot areas of operation that includes 20 flights in glider and includes at least—

1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
2. Solo: 2 hours of solo flying in a glider.

or includes at least—

B. If applicant has logged at least 40 hours of flight time in heavier than air aircraft (otherwise, the applicant already holds a category rating in powered aircraft), then the applicant must have logged at least 3 hours in gliders on the PP areas of operation, that includes:

1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
2. Solo: 10 flights of solo flying in a glider.

**XXXV. An additional Lighter-than Air category rating for the Balloon class rating at the Private Pilot Certification Level:**

Total time: 10 hours of flight training that includes at least 6 flights with an instructor on the Private Pilot areas of operation, which includes:

A. If the training is for a gas balloon rating, at least 2 flights of 2 hour each that includes at least---

1. Dual: 1 flight in a gas balloon, involving a controlled ascent to 3000' AGL;
2. Dual: 1 flights in a gas balloon in preparation for the practical test within the preceding 60 days prior to the practical test; and
3. Performing PIC: 2 flights in a gas balloon performing the duties of the PIC.

or includes:

B. If the training is for a balloon rating with an airborne heater, --

1. Dual: 2 flights of 1 hour each in a balloon with an airborne heater within the preceding 60 days prior to the practical test;
2. Dual: 1 flight in a balloon with an airborne heater involving a controlled ascent to 2000' AGL; and
3. Solo: 1 solo flight in a balloon with airborne heater.

**XXXVI. An additional Airplane category rating for the Single Engine class rating at the Commercial Pilot Certification Level:**

Total time: At least 250 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  1. 50 hours in airplanes; and

- 2. 50 hours in cross-country flying of which at least 10 hours must be in airplanes.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least — (See Note 11)
  - 1. 10 hours of instrument training of which at least 5 hours must be in a single engine airplane;
  - 2. 10 hours of training in a complex airplane;
  - 3. 1 cross-country of at least 2 hours in a single engine airplane in day VFR conditions;
  - 4. 1 cross-country of at least 2 hours in a single engine airplane in night VFR conditions; and
  - 5. 3 hours of flight training in a single engine airplane within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flight in a single engine airplane on the Commercial Pilot areas of operation, that includes at least--
  - 1. At least 1 cross-country flight; and
  - 2. At least 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XXXVII. An additional Airplane category rating for the Multiengine class rating at the Commercial Pilot Certification Level:**

Total time: At least 250 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  - 1. 50 hours in airplanes; and
  - 2. 50 hours in cross-country flying of which at least 10 hours must be in airplanes.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--(See Note 11)
  - 1. 10 hours of instrument training of which at least 5 hours must be in a multiengine airplane;
  - 2. 10 hours of training in a complex multiengine airplane;
  - 3. 1 cross-country of at least 2 hours in a multiengine airplane in day VFR conditions;
  - 4. 1 cross-country of at least 2 hours in a multiengine airplane in night VFR conditions; and
  - 5. 3 hours of flight training in a multiengine airplane within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flight in a multiengine airplane on the Commercial Pilot areas of operation, that includes at least--
  - 1. At least 1 cross-country flight; and
  - 2. At least 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XXXVIII. An additional Powered-Lift category rating at the Commercial Pilot Certification Level:**

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in powered-lifts.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  - 1. 50 hours in powered-lifts; and
  - 2. 50 hours in cross-country flying of which at least 10 hours must be in powered-lifts.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--(See Note 11)
  - 1. 10 hours of instrument training of which at least 5 hours must be in a powered-lift;
  - 2. 1 cross-country of at least 2 hours in a powered-lifts in day VFR conditions;
  - 3. 1 cross-country of at least 2 hours in a powered-lift in night VFR conditions; and
  - 4. 3 hours of flight training in a powered-lift within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flight in a powered-lift on the Commercial Pilot areas of operation, that includes at least--
  - 1. One cross-country flight; and
  - 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

**XXXIX. An additional Rotorcraft category rating for the Helicopter class rating at the Commercial Pilot Certification Level:**

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 50 hours must be in helicopters.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  - 1. 35 hours in helicopters; and
  - 2. 10 hours in cross-country flying in helicopters.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1. 10 hours of instrument training in an aircraft;
  - 2. 1 cross-country of at least 2 hours in a helicopter in day VFR conditions;
  - 3. 1 cross-country of at least 2 hours in a helicopter in night VFR conditions; and
  - 4. 3 hours of flight training in a helicopter within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flying in a helicopter on the Commercial Pilot areas of operation, that includes at least--(See Note 11)
  - 1. One cross-country flight; and
  - 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

***XL. An additional Rotorcraft category rating for the Gyroplane class rating at the Commercial Pilot Certification Level:***

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A. 100 hours in powered aircraft, of which 25 hours must be in gyroplanes.
- B. 100 hours of pilot-in-command flight time, that includes at least--
  - 1. 10 hours in gyroplanes; and
  - 2. 3 hours in cross-country flying in gyroplanes.
- C. Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--(See Note 11)
  - 1. 5 hours of instrument training in an aircraft;
  - 2. 1 cross-country of at least 2 hours in a gyroplane in day VFR conditions;
  - 3. 1 cross-country of at least 2 hours in a gyroplane in night VFR conditions; and
  - 4. 3 hours of flight training in a gyroplane within the preceding 60 days prior to the practical test.
- D. Solo: 10 hours of solo flying in a gyroplane on the Commercial Pilot areas of operation, that includes at least--
  - 1. One cross-country flight; and
  - 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings at a controlled airport.

***XLI. An additional Glider category rating at the Commercial Pilot Certification Level:***

- A. If the applicant has logged at least 25 hours in gliders that includes at least 100 flights in glider as a PIC, then that applicant must have logged at least 3 hours in gliders or 10 flights in gliders on the Commercial Pilot areas of operation that includes at least--
  - 1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
  - 2. Solo: 2 hours of solo flying in a glider that includes 10 solo flights in a glider on the Commercial Pilot areas of operation.

or includes at least--

- B. If the applicant has logged at least 200 hours as a pilot in heavier-than-air aircraft and 20 flights in gliders as a PIC, then that applicant must have logged at least 3 hours in gliders or 10 flights in a glider on the Commercial Pilot areas of operation that includes at least--
  - 1. Dual: 3 flights in a glider with an instructor within the preceding 60 days prior to the practical test; and
  - 2. Solo: 5 solo flights in a glider on the Commercial Pilot areas of operation.

***XLII. An additional Lighter-than-Air category rating for the Airship class rating at the Commercial Pilot Certification Level:***

Total Time: Must have logged at 200 hours of flight time as a pilot that includes at least:

- A. 50 hours in airships;
- B. 30 hours of PIC time in airships that includes at least--
  - 1. 10 hours of cross-country flying in an airship; and
  - 2. 10 hours of night time in airships.
- C. 40 hours of instrument time, which consists of 20 hours in flight of which 10 hours were in airships; and
- D. Dual: 20 hours of flight training in airships on the Commercial Pilot areas of operation, that includes—
  - 1. 3 hours of flight training in an airship within the preceding 60 days prior to the practical test;
  - 2. 1 cross-country of at least 1 hour in duration in an airship in day VFR conditions; and
  - 3. 1 cross-country of at least 1 hour in duration in an airship in night VFR conditions.
- E. Performing PIC: 10 hours in an airship performing the duties as a PIC with an instructor on the CP areas of operation, that including—
  - 1. 1 cross-country flight in an airship; and
  - 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings.

***XLIII. An additional Lighter-than-Air category rating for the Balloon class rating at the Commercial Pilot Certification Level:***

Total Time: Must of logged at least 35 hours of flight time as a pilot, that includes:

- A. 20 hours in balloons;
- B. 10 flights in balloons;
- C. 2 flights in balloons as a PIC; and
- D. 10 hours in balloons that includes at least 10 flights in balloons on the Commercial Pilot areas of operation, which includes:

- 1. If the training is in a gas balloon--
  - a. Dual: 2 training flights of 2 hours each with an instructor in a gas balloon on the Commercial Pilot areas of operation within less than 60 days;
  - b. Dual: 1 flight involving a controlled ascent to 5,000 feet AGL; and
  - c. Performing PIC: 2 flights performing the duties of PIC in a gas balloon with an instructor on Commercial Pilot areas of operation.

or includes:

- 2. If the training is in a balloon with an airborne heater—
  - a. Dual: 2 training flights of 1 hr each with an instructor in a balloon-airborne heater on the Commercial Pilot areas of operation within less than 60 days;
  - b. Dual: 1 flight involving a controlled ascent to 3,000 feet AGL; and
  - c. Solo: 2 solo flights in a balloon with an airborne heater on the Commercial Pilot areas of operation; and

**Additional Class Rating per § 61.63(c)  
[for other than ATP Privilege Level]**

**NOTE 12:** If an applicant already holds a commercial pilot certificate and an instrument rating and is seeking an additional aircraft class rating within the same category of aircraft rating held by the applicant then that applicant [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”. Otherwise, that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. However, the instructor will be expected to provide the applicant with enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation.

**NOTE 13:** Applicants for a commercial pilot certificate with the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and who already holds an instrument rating that is appropriate to the category and class rating sought are not required to accomplish an additional “. . . 10 hours of instrument training . . .” as stated in § 61.129(a)(3)(i); § 61.129(b)(3)(i); § 61.129(c)(3)(i); § 61.129(d)(3)(i); and § 61.129(e)(3)(i). However, the required commercial pilot training time requirements [i.e., “. . . on the areas of operation listed in § 61.127 . . .”] of 20 hours in § 61.129(a)(3), (b)(3), (c)(3), (d)(3), and (e)(3) cannot be reduced to 10 hours.

**NOTE 14:** If an applicant already holds a commercial pilot certificate and instrument rating and is seeking an additional aircraft class rating within the same category of aircraft rating held by the applicant then that applicant [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”]. Otherwise, that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. However, the instructor will be expected to provide the applicant with enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation.

**NOTE 15:** If an applicant is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. Because in this situation, the applicant is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

***XLIV. For an additional class rating within the same category rating for the Helicopter or Gyroplane Ratings at the Recreational Pilot Certification Level:***

A. Dual: No minimum or maximum amount of dual training has been established. The applicants instructor shall determine the amount of training and the training required that will prepare the applicant for the practical test.

B. Solo: No minimum or maximum amount of solo training has been established. The applicants instructor shall determine the amount of solo training and the solo training required that will prepare the applicant for the practical test.

***XLV. For an additional class rating within the same category rating for the single engine Airplane, multiengine Airplane, Helicopter, Gyroplane, Airship, or Balloon Ratings at the Private Pilot Certification Level:***

A. Dual: No minimum or maximum amount of dual training has been established. The applicants instructor shall determine the amount of training and the training required that will prepare the applicant for the practical test.

B. Solo: No minimum or maximum amount of solo training has been established. The applicants instructor shall determine the amount of solo training and the solo training required that will prepare the applicant for the practical test.

***XLVI. For an additional class rating within the same category rating for the single engine Airplane, multiengine Airplane, Helicopter, Gyroplane, Airship, or Balloon Ratings at the Commercial Pilot Certification Level:***

A. Dual: No minimum or maximum amount of dual training has been established. The applicants instructor shall determine the amount of training and the training required that will prepare the applicant for the practical test.

B. Solo: No minimum or maximum amount of solo training has been established. The applicants instructor shall determine the amount of solo training and the solo training required that will prepare the applicant for the practical test.

# Part 141 Minimum Flight Training & Solo Requirements & Maximum Usage of Flight Simulators & Flight Training Devices

## Appendix A – Recreational Pilot Certification Course

### ***XLVII. Airplane single-engine course.***

Total: 30 hours that consists of at least:

A. Dual: 15 hours in a single engine airplane on the Recreational Pilot areas of operations that includes at least-

1. 2 hours to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of dual flight training in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo: 3 hours in a single engine airplane on the Recreational Pilot areas of operations.

### ***XLVIII. Rotorcraft helicopter course.***

Total: 30 hours that consists of at least:

A. Dual: 15 hours in a helicopter on the Recreational Pilot areas of operations that includes at least-

1. 2 hours to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of dual flight training in preparation for the practical test within the preceding 60 days prior to the practical test

B. Solo: 3 hours in a helicopter on the Recreational Pilot areas of operations

### ***XLIX. Rotorcraft gyroplane course.***

Total: 30 hours that consists of at least:

A. Dual: 15 hours in a gyroplane on the Recreational Pilot areas of operations that includes at least-

1. 2 hours to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of dual flight training in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo: 3 hours in a gyroplane on the Recreational Pilot areas of operations.

## Appendix B – Private Pilot Certification Course

**NOTE 16:** Where the rules require “. . . 3 hours of instrument training in a single engine airplane” or “. . . in a multiengine airplane” or “. . . in a powered-lift” it has to be in the aircraft in flight. **IT CANNOT BE IN A FLIGHT SIMULATOR, FLIGHT TRAINING DEVICE, OR AN PCATC. IT HAS TO BE IN THE AIRCRAFT IN FLIGHT!**

### ***L. Airplane single-engine course.***

Total: 35 hours that consists of at least:

A. Dual: 20 hours in a single engine airplane on the Private Pilot areas of operations that includes at least-

1. 3 hours of cross-country training;
2. 3 hours night flight training;

- a. 1 cross-country flight of over 100 nm. total distance; and
  - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
  - 3. 3 hours of instrument training; and (*See Note 16*)
  - 4. 3 hours of flight training in preparation for the practical test within the preceding 60 days prior to the practical test.
- B. Solo: 5 hours in a single engine airplane on the Private Pilot areas of operations that includes at least-
- 1. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landing; and
  - 2. 3 takeoffs and landings at an airport with an operating control tower.
- Max. usage of flight simulators = 4 hours  
Max. usage of flight training devices = 3 hours  
Max. combined usage of flight simulators and flight training devices = 4 hours

***LI. Airplane multiengine course.***

Total: 35 hours that consists of at least:

- A. Dual: 20 hours in a multiengine airplane on the Private Pilot areas of operations that includes at least-
- 1. 3 hours of cross-country training;
  - 2. 3 hours night flight training;
    - a. 1 cross-country flight of over 100 nm. total distance; and
    - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
  - 3. 3 hours of instrument training; and (*See Note 16*)
  - 4. 3 hours of dual flight training in preparation for the practical test within the preceding 60 days prior to the practical test.
- B. Solo: 5 hours in a multiengine airplane on the Private Pilot areas of operations that includes at least-
- 1. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landing; and
  - 2. 3 takeoffs and landings at an airport with an operating control tower.
- Max. usage of flight simulators = 4 hours  
Max. usage of flight training devices = 3 hours  
Max. combined usage of flight simulators and flight training devices = 4 hours

***LII. Rotorcraft helicopter course.***

Total: 35 hours that consists of at least:

- A. Dual: 20 hours in a helicopter on the Private Pilot areas of operations that includes at least-
- 1. 3 hours of cross-country training;
  - 2. 3 hours night flight training that includes at least-
    - a. 1 cross-country flight of over 50 nm. total distance; and
    - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
  - 3. 3 hours of flight training in preparation for the practical test within the preceding 60 days prior to the practical test.
- B. Solo: 5 hours in a helicopter on the Private Pilot areas of operations that includes at least-
- 1. 1 solo cross-country flight of at least 75 nm. total distance with 3 points and one segment of at least 25 nm. between takeoff and landing; and
  - 2. 3 takeoffs and 3 landings at an airport with an operating control tower.
- Max. usage of flight simulators = 4 hours  
Max. usage of flight training devices = 3 hours  
Max. combined usage of flight simulators and flight training devices = 4 hours

***LIII. Rotorcraft gyroplane course.***

Total: 35 hours that consists of at least:

- A. Dual: 20 hours in a gyroplane on the Private Pilot areas of operations that includes at least-
- 1. 3 hours of cross-country training;
  - 2. 3 hours night flight training that includes at least-
    - a. 1 cross-country flight of over 50 nm. total distance; and

- b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
  - 3. 3 hours of flight training in preparation for the practical test within the preceding 60 days prior to the practical test.
  - B. Solo: 5 hours in a gyroplane on the Private Pilot areas of operations that includes at least-
    - 1. 1 solo cross-country flight of at least 75 nm. total distance with 3 points and one segment of at least 25 nm. between takeoff and landing; and
    - 2. 3 takeoffs and 3 landings at an airport with an operating control tower.
- Max. usage of flight simulators = 4 hours  
Max. usage of flight training devices = 3 hours  
Max. combined usage of flight simulators and flight training devices = 4 hours

**LIV. Powered-lift course.**

Total: 35 hours that consists of at least:

- A. Dual: 20 hours in a powered lift on the Private Pilot areas of operations that includes at least-
    - 1. 3 hours of cross-country training;
    - 2. 3 hours night flight training that includes at least-
      - a. 1 cross-country flight of over 100 nm. total distance; and
      - b. 10 takeoffs and 10 landings with each involving a flight in the traffic pattern.
    - 3. 3 hours of instrument training; and (*See Note 16*)
    - 4. 3 hours of flight training in preparation for the practical test within the preceding 60 days prior to the practical test.
  - B. Solo: 5 hours in a powered-lift on the Private Pilot areas of operations that includes at least-
    - 1. 1 solo cross-country flight of at least 150 nm. total distance with 3 points and one segment of at least 50 nm. between takeoff and landing; and
    - 2. 3 takeoffs and landings at an airport with an operating control tower.
- Max. usage of flight simulators = 4 hours  
Max. usage of flight training devices = 3 hours  
Max. combined usage of flight simulators and flight training devices = 4 hours

**LV. Glider course.**

Total: 6 hours that consists of at least:

- A. Dual: 4 hours in a glider on the Private Pilot areas of operations that includes at least-
    - 1. 5 training flights on launch/tow procedures; and
    - 2. 3 flights in preparation for the practical test within the preceding 60 days prior to the practical test.
  - B. Solo: 2 flights in a glider on the Private Pilot areas of operations.
- Max. usage of flight simulators = 0.8 hours  
Max. usage of flight training devices = 0.6 hours  
Max. combined usage of flight simulators and flight training devices = 0.8 hours

**LVI. Lighter-than-air airship course.**

Total: 35 hours that consists of at least:

- A. Dual: 20 hours in an airship on the Private Pilot areas of operations that includes at least-
    - 1. 3 hours of cross-country training in an airship; and
    - 2. 3 hours of night flight training in an airship, that includes at least-
      - a. 1 cross-country of over 25 nm. total distance; and
      - b. 5 takeoffs and 5 landings with each involving a flight in the traffic pattern.
    - 3. 3 hours of flight training by reference to maneuvering by instruments in an airship;
    - 4. 3 hours of flight training in an airship within the preceding 60 days prior to the practical test; and
  - B. Acting as PIC with an Instructor on board: 5 hours in an airship on the Private Pilot areas of operations.
- Max. usage of flight simulators = 4 hours  
Max. usage of flight training devices = 3 hours  
Max. combined usage of flight simulators and flight training devices = 4 hours

**LVII. Lighter-than-air balloon course.**

- A. If the training is for a gas balloon,
1. Dual: 8 hours of flight training that includes at least 5 training flights on the Private Pilot areas of operations involving:
    - a. 2 flights of 1 hour each;
    - b. 1 flight involving a controlled ascent to 3000' AGL; and
    - c. 2 flights in preparation for the practical test within 60 days prior to the practical test.
  2. Performing PIC: 2 flights performing the duties of a PIC with an authorized instructor on board on the Private Pilot areas of operations.

or involves

- B. If the training is for a hot air balloon—
1. Dual: 8 hours of flight training that includes at least 5 training flights on the Private Pilot areas of operations involving:
    - a. 2 flights of 30 minutes each;
    - b. 1 flight involving a controlled ascent to 2000' AGL; and
    - c. 2 flights in preparation for the practical test within 60 days prior to the practical test.
  2. Solo: 2 solo flights on the Private Pilot areas of operations.

Max. usage of flight simulators = 1 flight

Max. usage of flight training devices = 1 flight

Max. combined usage of flight simulators and flight training devices = 1 flight

## Appendix C – Instrument Rating Course

**NOTE 17:** Notice, the “35 hours of instrument training” for the initial instrument rating course does not establish a certain amount of instrument training required from an authorized instructor. This is because Part 141, Appendix C does not dictate the breakdown of dual time and solo time for the initial instrument rating course. However, in accordance with § 61.51(g)(4), an authorized instructor must be present to log instrument time in a flight simulator or an approved flight training device.

**NOTE 18:** Notice, the “15 hours of instrument training” for the additional instrument rating course does not establish a certain amount of instrument training required from an authorized instructor. This is because Part 141, Appendix C does not dictate the breakdown of dual time and solo time for the additional instrument rating course. However, in accordance with § 61.51(g)(4), an authorized instructor must be present to log instrument time in a flight simulator or an approved flight training device.

**LVIII. Total for initial instrument rating course** = 35 hours of instrument training, that includes training with an authorized instructor on the following areas of operation: (See Note 17)

- (1. Preflight preparation;
- (2. Preflight procedures;
- (3. Air traffic control clearances and procedures;
- (4. Flight by reference to instruments;
- (5. Navigation systems;
- (6. Instrument approach procedures;
- (7. Emergency operations; and
- (8. Postflight procedures.

that includes:

- A. Instrument — airplane.

Dual: 1 dual cross-country of at least 250 nm. in the applicable airplane category and class

B. Instrument — helicopter.

Dual: 1 dual cross-country of at least 100 nm. in a helicopter

C. Instrument — powered-lift.

Dual: 1 dual cross-country of at least 250 nm. in a powered-lift

**LVIX. Total for an additional instrument rating course** = 15 hours of instrument training, that includes training with an authorized instructor on the following areas of operation: (See Note 18)

- (1. Preflight preparation;
- (2. Preflight procedures;
- (3. Air traffic control clearances and procedures;
- (4. Flight by reference to instruments;
- (5. Navigation systems;
- (6. Instrument approach procedures;
- (7. Emergency operations; and
- (8. Postflight procedures.

that includes:

A. Instrument — airplane.

Dual: 1 dual cross-country of at least 250 nm. in the applicable airplane category and class

B. Instrument — helicopter.

Dual: 1 dual cross-country of at least 100 nm. in a helicopter

C. Instrument — powered-lift.

Dual: 1 dual cross-country of at least 250 nm. in a powered-lift

	<u>Initial</u>	/	<u>Additional</u>
Maximum usage of flight simulators =	17.5 hours	/	7.5 hours
Maximum usage of flight training devices =	14 hours	/	6 hours
Max. combined usage of FS & FTD =	17.5 hours	/	7.5 hours

## Appendix D – Commercial Pilot Certification Course

**NOTE 19:** If an applicant is enrolled in a commercial pilot certification course for the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and that applicant already holds an instrument rating that is appropriate to the category and class rating sought then that applicant need not accomplish the additional “. . . 5 hours of instrument training . . .” as stated in Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i), and 4.(b)(5)(i). However, the required commercial pilot training time requirements [i.e., “. . . on the areas of operation listed in paragraph (d) . . .”] of 55 hours in paragraphs 4.(b)(1), 4.(b)(2), 4.(b)(3), 4.(b)(4), and 4.(b)(5) cannot be reduced to 50 hours. And the course will have to be specifically approved for enrolling applicants who already hold an instrument rating that is appropriate to aircraft category and class rating sought.

**NOTE 20:** If an applicant is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that applicant need not accomplish an additional “. . . 5 hours of instrument

training . . .". [i.e., Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i), and 4.(b)(5)(i)]. Because in this situation, the applicant is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

**LX. Airplane single-engine course.**

Total: 120 hours that consists of at least:

A. Dual: 55 hours on the Commercial Pilot Areas of Operation that includes at least-- (See Notes 19 and 20)

1. 5 hours of instrument training in a single engine airplane;
2. 10 hours in a complex single engine airplane;
3. 1 cross-country of 2 hours duration in day-VFR conditions in a single engine airplane;
4. 1 cross-country of 2 hours duration in night-VFR conditions in a single engine airplane; and
5. 3 hours of flight training in a single engine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo: 10 hours in a single engine airplane on the Commercial Pilot Areas of Operation that includes at least-

1. 1 cross-country; and
2. 5 hours in night VFR conditions that includes 10 takeoffs & landings at a controlled airport.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

**LXI. Airplane multiengine course.**

Total: 120 hours that consists of at least:

A. Dual: 55 hours on the Commercial Pilot Areas of Operation that includes at least-- (See Notes 19 and 20)

- 1.5 hours of instrument training in a multiengine airplane;
2. 10 hours in a complex multiengine airplane;
3. 1 cross-country of 2 hours duration in day-VFR conditions in a multiengine airplane;
4. 1 cross-country of 2 hours duration in night-VFR conditions in a multiengine airplane;
5. 3 hours of flight training in a multiengine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo or acting as PIC with an instructor on board: 10 hours in a multiengine airplane on the CP Areas of Operation that includes at least-

1. 1 cross-country; and
2. 5 hours in night VFR conditions that includes 10 takeoffs & landings at a controlled airport.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

**LXII. Rotorcraft helicopter course.**

Total: 115 hours that consists of at least:

A. Dual: 30 hours on the Commercial Pilot areas of operations that includes at least- (See Notes 19 and 20)

1. 5 hours of instrument training;
2. 1 cross-country of 2 hours duration in a helicopter in day-VFR conditions;
3. 1 cross-country of 2 hours duration in a helicopter in night-VFR conditions; and
4. 3 hours of flight training in a helicopter in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo: 10 hours in a helicopter on the Commercial Pilot areas of operations that includes at least-

1. 1 cross-country; and
2. 5 hours in night VFR conditions that includes 10 takeoffs and 10 landings at a controlled airport.

Max. usage of flight simulators = 9 hours

Max. usage of flight training devices = 6 hours

Max. combined usage of flight simulators and flight training devices = 9 hours

**LXIII. Rotorcraft gyroplane course.**

Total: 115 hours that consists of at least:

A. Dual: 30 hours on the Commercial Pilot areas of operations that includes at least- (See Notes 19 and 20)

1. 5 hours of instrument training;
2. 1 cross-country of 2 hours duration in a gyroplane in day-VFR conditions;
3. 1 cross-country of 2 hours duration in a gyroplane in night-VFR conditions; and
4. 3 hours of flight training in a gyroplane in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo: 10 hours in a gyroplane on the Commercial Pilot areas of operations that includes at least-

1. 1 cross-country; and
2. 5 hours in night VFR conditions that includes 10 takeoffs and 10 landings at a controlled airport.

Max. usage of flight simulators = 9 hours

Max. usage of flight training devices = 6 hours

Max. combined usage of flight simulators and flight training devices = 9 hours

**LXIV. Powered-lift course.**

Total: 120 hours that consists of at least:

A. Dual: 55 hours on the Commercial Pilot Areas of Operation that includes— (See Notes 19 and 20)

1. 5 hours of instrument training in a powered-lift;
2. 1 cross-country of 2 hours duration in day-VFR conditions in a powered-lift;
3. 1 cross-country of 2 hours duration in night-VFR conditions in a powered-lift; and
4. 3 hours of flight training in a powered-lift in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo: 10 hours in a powered-lift on the Commercial Pilot Areas of Operation that includes at least-

1. 1 cross-country; and
2. 5 hours in night VFR conditions that includes 10 takeoffs & landings at a controlled airport.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

**LXV. Glider course.**

Total: 6 hours that consists of at least:

A. Dual: 4 hours in a glider on the Commercial Pilot Areas of Operation that includes at least-

1. 5 training flights on launch/tow procedures; and
2. 3 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Solo: 5 flights in a glider.

Max. usage of flight simulators = 1.2 hours

Max. usage of flight training devices = 0.8 hours

Max. combined usage of flight simulators and flight training devices = 1.2 hours

**LXVI. Lighter-than-air, Airship course.**

Total: 155 hours that consists of at least:

A. Dual: 55 hours in an airship on the Commercial Pilot Areas of Operation that includes at least-

1. 3 hours of instrument training;
2. 1 cross-country of one hour duration in day-VFR conditions;
3. 1 cross-country of one hour duration in night-VFR conditions; and
4. 3 hours of flight training in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Acting as PIC: 10 hours in an airship with an authorized instructor on board on the Commercial Pilot areas of operation that includes at least-

1. 1 cross-country; and

2. 5 hours in night VFR conditions that includes 10 takeoffs & landings at a controlled airport.

Max. usage of flight simulators = 6 hours

Max. usage of flight training devices = 4 hours

Max. combined usage of flight simulators and flight training devices = 6 hours

**LXVII. Lighter-than-air balloon course.**

A. If the training is in a gas balloon—

1. Dual: 10 hours that includes 8 training flights on the Commercial Pilot Areas of Operations that includes at least-

a. 2 flights of 1 hour each;

b. 1 flight involving a controlled ascent to 5000' AGL; and

c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test

2. Acting as PIC: 2 flights acting as PIC with an Commercial Pilot-Airship on board on the Commercial Pilot Areas of Operation.

or includes at least-

B. If the training is in a hot air balloon—

1. Dual: 10 hours that includes 8 training flight on the Commercial Pilot Areas of Operation that includes at least-

a. 2 flights of 30 minutes each;

b. 1 flight involving a controlled ascent to 3000' AGL; and

c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

2. Solo: 2 solo flights on the Commercial Pilot Areas of Operation.

Max. usage of flight simulators = 2 flights

Max. usage of flight training devices = 1 flight

Max. combined usage of flight simulators and flight training devices = 2 flights

## Appendix E – Airline Transport Pilot Certification Course

**LXVIII. Airplane single-engine course.**

Total Dual = 25 hours on the ATP areas of operation in a single engine airplane that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

**LXIX. Airplane multiengine course.**

Total Dual = 25 hours on the ATP areas of operation in a multiengine airplane that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

**LXXX. Rotorcraft helicopter course.**

Total Dual = 25 hours on the ATP areas of operation in a helicopter that includes 15 hours of instrument training .

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours  
Max. combined usage of flight simulators and flight training devices = 12.5 hours

**LXXXI. Powered-lift course.**

Total Dual = 25 hours on the ATP areas of operation in a powered-lift that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours  
Max. usage of flight training devices = 6.25 hours  
Max. combined usage of flight simulators and flight training devices = 12.5 hours

## Appendix F – Flight Instructor Certification Course

**LXXXII. Airplane single-engine course.**

Total Dual = 25 hours on the flight instructor areas of operation in a single engine airplane

Max. usage of flight simulators = 2.5 hours  
Max. usage of flight training devices = 1.25 hours  
Max. combined usage of flight simulators and flight training devices = 2.5 hours

**LXXXIII. Airplane multiengine course.**

Total Dual = 25 hours on the flight instructor areas of operation in a multiengine airplane

Max. usage of flight simulators = 2.5 hours  
Max. usage of flight training devices = 1.25 hours  
Max. combined usage of flight simulators and flight training devices = 2.5 hours

**LXXXIV. Rotorcraft helicopter course.**

Total Dual = 25 hours on the flight instructor areas of operation in a helicopter

Max. usage of flight simulators = 2.5 hours  
Max. usage of flight training devices = 1.25 hours  
Max. combined usage of flight simulators and flight training devices = 2.5 hours

**LXXXV. Rotorcraft gyroplane course.**

Total Dual = 25 hours on the flight instructor areas of operation in a gyroplane

Max. usage of flight simulators = 2.5 hours  
Max. usage of flight training devices = 1.25 hours  
Max. combined usage of flight simulators and flight training devices = 2.5 hours

**LXXXVI. Powered-Lift course.**

Total Dual = 25 hours on the flight instructor areas of operation in a powered-lift

Max. usage of flight simulators = 2.5 hours  
Max. usage of flight training devices = 1.25 hours  
Max. combined usage of flight simulators and flight training devices = 2.5 hours

**LXXXVII. Glider category course.**

Total Dual = 10 hours on the flight instructor areas of operation in a glider that includes 10 flights in a glider

Max. usage of flight simulators = 1 hour  
Max. usage of flight training devices = 0.5 hours  
Max. combined usage of flight simulators and flight training devices = 1 hour

## Appendix G – CFI-Instrument Instructor Rating.

# Certification Course (for an Airplane-Instrument, Helicopter-Instrument, or Powered Lift-Instrument)

## **LXXXVIII. Flight Instructor Instrument — Airplane course.**

Total Dual = 15 hours on the Instrument Flight Instructor areas of operation in the applicable airplane

Max. usage of flight simulators = 1.5 hours

Max. usage of flight training devices = 0.75 hours

Max. combined usage of flight simulators and flight training devices = 1.5 hours

## **LXXXIX. Flight Instructor Instrument — Helicopter course.**

Total Dual = 15 hours on the Instrument Flight Instructor areas of operation in a helicopter

Max. usage of flight simulators = 1.5 hours

Max. usage of flight training devices = 0.75 hours

Max. combined usage of flight simulators and flight training devices = 1.5 hours

## **XC. Flight Instructor Instrument — Powered-lift course.**

Total Dual = 15 hours on the Instrument Flight Instructor areas of operation in a powered-lift

Max. usage of flight simulators = 1.5 hours

Max. usage of flight training devices = 0.75 hours

Max. combined usage of flight simulators and flight training devices = 1.5 hours

# Appendix I – Additional Aircraft Category or Class Rating Course

**NOTE 21:** No solo time is required in the curriculums for the additional category or class rating under Part 141. Per Appendix I, paragraph 4, it states ". . . include the flight training time requirements and flight training on the areas of operation that are specific to that aircraft category and class rating and pilot certificate level for which the course applies as required in appendix A, B, D, or E of this part. . ." Notice in Appendix I, there is no paragraph 5 titled "5. Solo Training" present as is the case in Appendixes A, B, and D of Part 141. The words ". . . include the flight training time requirements and flight training . . ." in appendix I, paragraph 4 were written that way intentionally. This provision only applies if the training was conducted in an approved course under appendix I of Part 141.

**NOTE 22:** If an applicant is enrolled in a commercial pilot certification course for the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and that applicant already holds an instrument rating that is appropriate to the category and class rating sought then that applicant need not accomplish the additional ". . . 5 hours of instrument training . . ." as stated in Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i), and 4.(b)(5)(i). However, the required commercial pilot training time requirements [i.e., ". . . on the areas of operation listed in paragraph (d). . ."] of 55 hours in paragraphs 4.(b)(1), 4.(b)(2), 4.(b)(3), 4.(b)(4), and 4.(b)(5) cannot be reduced to 50 hours. And the course will have to be specifically approved for enrolling an applicant who already holds an instrument rating that is appropriate to the aircraft category and class rating sought.

**NOTE 23:** If an applicant is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that applicant need not accomplish an additional ". . . 5 hours of instrument training . . ." [i.e., Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i),

and 4.(b)(5)(i)]. Because in this situation, the applicant is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

**XCI. Additional category and class rating in an airplane category and a single engine class course**

A. Recreational Pilot Certification Level: Dual - 15 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(1), that includes at least-

1. 2 hours in a single engine airplane to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of flight training in a single engine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Private Pilot Certification Level: Dual - 20 hours of flight training. on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(1), that includes at least-

1. 3 hours of cross-country training in a single engine airplane;
2. 3 hours of night flight training in a single engine airplane;
  - a. 1 cross-country flight of over 100 nm. total distance in a single engine airplane; and
  - b. 10 takeoffs and 10 landings in a single engine airplane with each involving a flight in the traffic pattern.
3. 3 hours of instrument training in a single engine airplane; and
4. 3 hours of flight training in a single engine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

C. Commercial Pilot Certification Level: Dual - 55 hours of flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(1), that includes at least-

1. 5 hours of instrument training in a single engine airplane; (*see Notes 22 and 23*)
2. 10 hours in a complex single engine airplane;
3. 1 cross-country in a single engine airplane of 2 hours duration in day-VFR conditions;
4. 1 cross-country in a single engine airplane of 2 hours duration in night-VFR conditions; and
5. 3 hours of flight training in a single engine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

D. ATP Certification Level: Dual - 25 hours flight training in a single engine airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c), that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

**XCII. Additional category and class rating in an airplane category and a multiengine class course**

A. Private Pilot Certification Level: Dual - 20 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(2), that includes at least-

1. 3 hours of cross-country training in a multiengine airplane;
2. 3 hours of night flight training in a multiengine airplane;
  - a. 1 cross-country flight of over 100 nm. total distance in a multiengine airplane; and
  - b. 10 takeoffs and 10 landings in a multiengine airplane with each involving a flight in the traffic pattern.
3. 3 hours of instrument training in a multiengine airplane; and
4. 3 hours of flight training in a multiengine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

B. Commercial Pilot Certification Level: Dual - 55 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(2), that includes at least-

1. 5 hours of instrument training in a multiengine airplane; (see Notes 22 and 23)
2. 10 hours in a complex multiengine airplane;
3. 1 cross-country of 2 hours duration in day-VFR conditions in a multiengine airplane;
4. 1 cross-country of 2 hours duration in night-VFR conditions in a multiengine airplane; and
5. 3 hours of flight training in a multiengine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

C. At the ATP Certification Level: Dual - 25 hours flight training in a multiengine airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c). that includes 15 hours of instrument training

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

### ***XCIII. Additional category and class rating in a rotorcraft category and a helicopter class course***

A. Recreational Pilot Certification Level: Dual - 15 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(2), that includes at least-

1. 2 hours in a helicopter to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of dual flight training in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Private Pilot Certification Level: Dual - 20 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(3), that includes at least-

1. 3 hours of cross-country training in a helicopter;
2. 3 hours of night flight training in a helicopter;
  - a. 1 cross-country flight in a helicopter of over 50 nm. total distance; and
  - b. 10 takeoffs and 10 landings in a helicopter with each involving a flight in the traffic pattern.
3. 3 hours of flight training in a helicopter in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

C. Commercial Pilot Certification Level: Dual - 30 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(3), that includes at least-

1. 5 hours of instrument training; (see Notes 22 and 23)
2. 1 cross-country in a helicopter of 2 hours duration in day-VFR conditions;
3. 1 cross-country in a helicopter of 2 hours duration in night-VFR conditions; and
4. 3 hours of flight training in a helicopter in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 9 hours

Max. usage of flight training devices = 6 hours

Max. combined usage of flight simulators and flight training devices = 9 hours

D. ATP Certification Level: Dual - 25 hours of flight training in a helicopter on the areas of operation of Part 141, Appendix E, paragraph 4.(c). that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCIV. Additional category and class rating in a rotorcraft category and a gyroplane class course***

A. Recreational Pilot Certification Level: Dual - 15 hours flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(3), that includes at least-

1. 2 hours in a gyroplane to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of dual flight training in a gyroplane in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Private Pilot Certification Level: Dual - 20 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(4), that includes at least-

1. 3 hours of cross-country training in a gyroplane;
2. 3 hours of night flight training in a gyroplane;
  - a. 1 cross-country flight in a gyroplane of over 50 nm. total distance; and
  - b. 10 takeoffs and 10 landings in a gyroplane with each involving a flight in the traffic pattern.
3. 3 hours of flight training in a gyroplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

C. Commercial Pilot Certification Level: Dual - 30 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(4), that includes at least-

1. 5 hours of instrument training; (*see Notes 22 and 23*)
2. 1 cross-country in a gyroplane of 2 hours duration in day-VFR conditions;
3. 1 cross-country in a gyroplane of 2 hours duration in night-VFR conditions; and
4. 3 hours of flight training in a gyroplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 9 hours

Max. usage of flight training devices = 6 hours

Max. combined usage of flight simulators and flight training devices = 9 hours

***XCV. Additional category rating in a powered-lift category course***

A. Private Pilot Certification Level: Dual - 20 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(5), that includes at least-

1. 3 hours of cross-country training in a powered-lift;
2. 3 hours of night flight training in a powered-lift;
  - a. 1 cross-country flight in a powered-lift of over 100 nm. total distance; and
  - b. 10 takeoffs and 10 landings in a powered-lift with each involving a flight in the traffic pattern.
3. 3 hours of instrument training in a powered-lift; and
4. 3 hours of flight training in a powered-lift in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

B. Commercial Pilot Certification Level = Dual - 55 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(5), that includes at least-

1. 5 hours of instrument training; (*see Notes 22 and 23*)
2. 1 cross-country in a powered-lift of 2 hours duration in day-VFR conditions;
3. 1 cross-country in a powered-lift of 2 hours duration in night-VFR conditions; and

4. 3 hours of flight training in a powered-lift in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

C. ATP Certification Level = Dual: 25 hours flight training in a powered-lift on the areas of operation of Part 141, Appendix E, paragraph 4.(c). that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCVI. Additional category rating in a glider category course***

A. Private Pilot Certification Level: Dual - 4 hours of flight training in a glider on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(6) that includes at least-

1. 5 training flights on launch/tow procedures; and

2. 3 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 0.8 hours

Max. usage of flight training devices = 0.6 hours

Max. combined usage of flight simulators and flight training devices = 0.8 hours

B. Commercial Pilot Certification Level: Dual - 4 hours of flight training in a glider on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(6), that includes at least-

1. 5 training flights on launch/tow procedures; and

2. 3 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 0.8 hours

Max. usage of flight training devices = 0.6 hours

Max. combined usage of flight simulators and flight training devices = 0.8 hours

***XCVII. Additional category and class rating in a lighter-than-air category and airship class course***

A. Private Pilot Certification Level: Dual - 20 hours of flight training on the areas of operation of Part 141, Appendix B, paragraph 4.(d)(7), that includes at least-

1. 3 hours of cross-country training in an airship;

2. 3 hours of night flight training in an airship that includes at least-

a. 1 cross-country of over 25 nm.; and

b. 5 takeoffs and landings.

3. 3 hours of instrument training in an airship; and

4. 3 hours of flight training in an airship in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

B. Commercial Pilot Certification Level: Dual - 55 hours of flight training on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(7), that includes at least-

1. 3 hours of instrument training in an airship;

2. 1 cross-country in an airship of one hour duration in day-VFR conditions;

3. 1 cross-country in an airship of one hour duration in night-VFR conditions; and

4. 3 hours of flight training in an airship in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

**XCVIII. Additional category and class rating in a lighter-than-air category and balloon class course**

A. Private Pilot Certification Level for training for a gas balloon rating--

1. Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(8), that includes at least-
  - a. 2 flights of 1 hour each;
  - b. 1 flight involving a controlled ascent to 3000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 1.6 hours

Max. usage of flight training devices = 1.2 hours

Max. combined usage of flight simulators and flight training devices = 1.6 hours

B. Commercial Pilot Certification Level for training for a gas balloon rating--

1. Dual: 10 hours of flight training that includes at least 8 training flights on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(8), that includes at least-
  - a. 2 flights of 1 hour each;
  - b. 1 flight involving a controlled ascent to 5000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

C. Private Pilot Certification Level for training for a hot air balloon rating—

1. Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(8), that includes at least-
  - a. 2 flights of 30 minutes each;
  - b. 1 flight involving a controlled ascent to 2000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 1.6 hours

Max. usage of flight training devices = 1.2 hours

Max. combined usage of flight simulators and flight training devices = 1.6 hours

D. Commercial Pilot Certification Level for training for a hot air balloon rating--

1. Dual: 10 hours of flight training that includes 8 training flight on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(8), that includes at least-
  - a. 2 flights of 30 minutes each;
  - b. 1 flight involving a controlled ascent to 3000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

## **Appendix I – Additional Aircraft Class Rating Course that is within the same aircraft category**

**NOTE 24:** If an applicant already holds a commercial pilot certificate and an instrument rating, and is seeking an additional aircraft class rating at the commercial pilot certificate level that is within the same category of aircraft rating held by the applicant then that applicant [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”. Otherwise, that applicant need not accomplish an additional “. . . 5 hours of instrument training . . .”. However, the instructor will be expected to provide the applicant with

enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation. And the course will have to be specifically approved for enrolling applicants who already hold an instrument rating that is appropriate to aircraft category and class rating sought.

***XCIV. Additional class rating in an airplane category and a single engine class course***

A. Recreational Pilot Certification Level: Dual - 3 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(1), that includes at least-

1. 2 hours in a single engine airplane to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of flight training in a single engine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Private Pilot Certification Level: Dual - 3 hours of flight training. on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(1), that includes at least-

1. 3 hours of cross-country training in a single engine airplane;
2. 3 hours of night flight training in a single engine airplane;
  - a. 1 cross-country flight of over 100 nm. total distance in a single engine airplane; and
  - b. 10 takeoffs and 10 landings in a single engine airplane with each involving a flight in the traffic pattern.
3. 3 hours of instrument training in a single engine airplane; and
4. 3 hours of flight training in a single engine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 0.6 hour

Max. usage of flight training devices = 0.4 hour

Max. combined usage of flight simulators and flight training devices = 0.6 hour

C. Commercial Pilot Certification Level: Dual - 10 hours of flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(1), that includes at least-

1. 5 hours of instrument training in a single engine airplane; (*see Note 24*)
2. 10 hours in a complex single engine airplane;
3. 1 cross-country in a single engine airplane of 2 hours duration in day-VFR conditions;
4. 1 cross-country in a single engine airplane of 2 hours duration in night-VFR conditions; and
5. 3 hours of flight training in a single engine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

D. ATP Certification Level: Dual - 25 hours flight training in a single engine airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c), that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCV. Additional class rating in an airplane category and a multiengine class course***

A. Private Pilot Certification Level: Dual - 3 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(2), that includes at least-

1. 3 hours of cross-country training in a multiengine airplane;
2. 3 hours of night flight training in a multiengine airplane;
  - a. 1 cross-country flight of over 100 nm. total distance in a multiengine airplane; and
  - b. 10 takeoffs and 10 landings in a multiengine airplane with each involving a flight in the traffic pattern.
3. 3 hours of instrument training in a multiengine airplane; and
4. 3 hours of flight training in a multiengine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 0.6 hour  
Max. usage of flight training devices = 0.4 hour  
Max. combined usage of flight simulators and flight training devices = 0.6 hour

B. Commercial Pilot Certification Level: Dual - 10 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(2), that includes at least-

1. 5 hours of instrument training in a multiengine airplane; (*see Note 24*)
2. 10 hours in a complex multiengine airplane;
3. 1 cross-country of 2 hours duration in day-VFR conditions in a multiengine airplane;
4. 1 cross-country of 2 hours duration in night-VFR conditions in a multiengine airplane; and
5. 3 hours of flight training in a multiengine airplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 3 hours  
Max. usage of flight training devices = 2 hours  
Max. combined usage of flight simulators and flight training devices = 3 hours

C. At the ATP Certification Level: Dual - 25 hours flight training in a multiengine airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c). that includes 15 hours of instrument training

Max. usage of flight simulators = 12.5 hours  
Max. usage of flight training devices = 6.25 hours  
Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCVI. Additional class rating in a rotorcraft category and a helicopter class course***

A. Recreational Pilot Certification Level: Dual - 3 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(2), that includes at least-

1. 2 hours in a helicopter to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of dual flight training in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Private Pilot Certification Level: Dual - 3 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(3), that includes at least-

1. 3 hours of cross-country training in a helicopter;
2. 3 hours of night flight training in a helicopter;
  - a. 1 cross-country flight in a helicopter of over 50 nm. total distance; and
  - b. 10 takeoffs and 10 landings in a helicopter with each involving a flight in the traffic pattern.
3. 3 hours of flight training in a helicopter in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 0.6 hour  
Max. usage of flight training devices = 0.4 hour  
Max. combined usage of flight simulators and flight training devices = 0.6 hour

C. Commercial Pilot Certification Level: Dual - 5 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(3), that includes at least-

1. 5 hours of instrument training; (*see Note 24*)
2. 1 cross-country in a helicopter of 2 hours duration in day-VFR conditions;
3. 1 cross-country in a helicopter of 2 hours duration in night-VFR conditions; and
4. 3 hours of flight training in a helicopter in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 1 hour  
Max. usage of flight training devices = 0.7 hour  
Max. combined usage of flight simulators and flight training devices = 1 hour

D. ATP Certification Level: Dual - 25 hours of flight training in a helicopter on the areas of operation of Part 141, Appendix E, paragraph 4.(c) that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

**XCVII. Additional class rating in a rotorcraft category and a gyroplane class course**

A. Recreational Pilot Certification Level: Dual - 3 hours flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(3), that includes at least-

1. 2 hours in a gyroplane to and at an airport more than 25 nm. from the airport where the applicant normally trains; and
2. 3 hours of dual flight training in a gyroplane in preparation for the practical test within the preceding 60 days prior to the practical test.

B. Private Pilot Certification Level: Dual - 3 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(4), that includes at least-

1. 3 hours of cross-country training in a gyroplane;
2. 3 hours of night flight training in a gyroplane;
  - a. 1 cross-country flight in a gyroplane of over 50 nm. total distance; and
  - b. 10 takeoffs and 10 landings in a gyroplane with each involving a flight in the traffic pattern.
3. 3 hours of flight training in a gyroplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 0.6 hour

Max. usage of flight training devices = 0.4 hour

Max. combined usage of flight simulators and flight training devices = 0.6 hour

C. Commercial Pilot Certification Level: Dual - 5 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(4), that includes at least-

1. 5 hours of instrument training; (*see Note 24*)
2. 1 cross-country in a gyroplane of 2 hours duration in day-VFR conditions;
3. 1 cross-country in a gyroplane of 2 hours duration in night-VFR conditions; and
4. 3 hours of flight training in a gyroplane in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 1 hour

Max. usage of flight training devices = 0.7 hour

Max. combined usage of flight simulators and flight training devices = 1 hour

**XCVIII. Additional class rating in a lighter-than-air category and airship class course**

A. Private Pilot Certification Level: Dual - 20 hours of flight training on the areas of operation of Part 141, Appendix B, paragraph 4.(d)(7), that includes at least-

1. 3 hours of cross-country training in an airship;
2. 3 hours of night flight training in an airship that includes at least-
  - a. 1 cross-country of over 25 nm.; and
  - b. 5 takeoffs and landings.
3. 3 hours of instrument training in an airship; and
4. 3 hours of flight training in an airship in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

B. Commercial Pilot Certification Level: Dual - 55 hours of flight training on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(7), that includes at least-

1. 3 hours of instrument training in an airship;

2. 1 cross-country in an airship of one hour duration in day-VFR conditions;
3. 1 cross-country in an airship of one hour duration in night-VFR conditions; and
4. 3 hours of flight training in an airship in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 16.5 hour

Max. usage of flight training devices = 11 hour

Max. combined usage of flight simulators and flight training devices = 16.5 hour

**XCIX. Additional class rating in a lighter-than-air category and balloon class course**

A. Private Pilot Certification Level for training for a gas balloon rating--

1. Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(8), that including-
  - a. 2 flights of 1 hour each;
  - b. 1 flight involving a controlled ascent to 3000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 1.6 hours

Max. usage of flight training devices = 1.2 hours

Max. combined usage of flight simulators and flight training devices = 1.6 hours

B. Commercial Pilot Certification Level for training for a gas balloon rating--

1. Dual: 10 hours of flight training that includes at least 8 training flights on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(8), that includes at least-
  - a. 2 flights of 1 hour each;
  - b. 1 flight involving a controlled ascent to 5000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

C. Private Pilot Certification Level for training for a hot air balloon rating—

1. Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(8), that includes at least-
  - a. 2 flights of 30 minutes each;
  - b. 1 flight involving a controlled ascent to 2000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 1.6 hours

Max. usage of flight training devices = 1.2 hours

Max. combined usage of flight simulators and flight training devices = 1.6 hours

D. Commercial Pilot Certification Level for training for a hot air balloon rating--

1. Dual: 10 hours of flight training that includes 8 training flight on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(8), that includes at least-
  - a. 2 flights of 30 minutes each;
  - b. 1 flight involving a controlled ascent to 3000' AGL; and
  - c. 2 flights in preparation for the practical test within the preceding 60 days prior to the practical test.

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

## Appendix J – Aircraft Type Rating Course

**C. A type rating in an airplane category — single-engine class course.**

A. Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training  
Max. usage of flight simulators = 5 hours  
Max. usage of flight training devices = 2.5 hours  
Max. combined usage of flight simulators and flight training devices = 5 hours

***CI. A type rating in an airplane category — multiengine class course.***

A. Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training  
Max. usage of flight simulators = 5 hours  
Max. usage of flight training devices = 2.5 hours  
Max. combined usage of flight simulators and flight training devices = 5 hours

***CII. A type rating in a rotorcraft category — helicopter class course.***

A. Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training  
Max. usage of flight simulators = 5 hours  
Max. usage of flight training devices = 2.5 hours  
Max. combined usage of flight simulators and flight training devices = 5 hours

***CIII. A type rating in a powered-lift category course.***

A. Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training  
Max. usage of flight simulators = 5 hours  
Max. usage of flight training devices = 2.5 hours  
Max. combined usage of flight simulators and flight training devices = 5 hours

***CIV. Other aircraft types course specified by the Administrator through the aircraft type certificate procedures.***

A. Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training  
Max. usage of flight simulators = 5 hours  
Max. usage of flight training devices = 2.5 hours  
Max. combined usage of flight simulators and flight training devices = 5 hours

Prepared by John Lynch, AFS-840  
Revision date: October 30, 2001

AFS-840:LYNCH;jdl:73844:10/18/01

C://\*.\*/Q&A/aero-exp #10.doc

H://\*.\*/Q&A/aero-exp #10.doc

Revision (2/24/99): To change the information on the NOTE on page 4 for Commercial Pilot solo aeronautical experience

Revision (3/11/99). Mistake found on page 16, paragraph LXI, item A. 1. Changed the word "single engine" to read "multiengine"

Revision (4-28-99): Revised add-on courses of Appendix I by further breaking it down between additional aircraft category and class rating and additional aircraft class rating. (See XCIV to XCIX, beginning on pages 24 through 27).  
Corrected the permitted flight simulator, flight training device, and the combined flight simulator/flight training device times permitted in Appendix I (see XCI-XCIX, beginning on pages 20 through 27).

Revision: (5-19-99). Mistake found on page 16 where it was stated that 15 hours of the initial instrument rating course (Part 141, Appendix C. had to be with a CFII. Part 141, Appendix C does not break down the hours between the dual and solo.

Revision: (10-16-00). Added NOTE on page 24 to address the intentional omission of no solo training required for an Appendix I course

Revision: (10-16-00). Added NOTES on pages 4, 9, 15, 20, and 24 to address the 10 hours of instrument training when the commercial pilot applicant/add on rating already holds an instrument rating

Revision (10-18-01). Revised on page 2, paragraph III. B. changed the word "multiengine airplane" to read "airplane" so as to comply with solo requirements in § 61.109(b)(5) for Private Pilot Certification for the airplane multiengine rating.

Revised on page 3, paragraph VI. B. changed the word "powered lift" to read "in an airplane or powered-lift" so as to comply with solo requirements in § 61.109(e)(5) for Private Pilot Certification for the powered-lift rating.

Revised the NOTES throughout the document by numbering them 1 through 24 (i.e., NOTE 1, NOTE 2, etc.) and then noting them next to paragraphs where the subject matter is appropriate.

Revised NOTE 3 on page 4 to reflect § 61.129(b)(4) and how § 61.129(b)(2) should be read for Commercial Pilot Certification for the multiengine airplane rating

Revision (10-30-01). Correction on page 7, paragraph XV.A.2 revised the solo flying required in a glider at the commercial pilot certification level from "5 solo flights" to read "10 solo flights" to conform with § 61.129(f)(1)(ii). The way it was previously written was a mistake.

Correction (4-17-03) Correction on page 14, para. XXXIX. C.1. Corrected the add-on commercial pilot – rotorcraft helicopter aeronautical experience to read 10 hours of instrument training to reflect what the rule § 61.129(c)(3)(i) requires. Notified of this mistake by B. Lloyd, SAC DPE