

# COMMERCIAL PILOT ASEL INITIAL

IACRA or 8710-1	Completed and Submitted
English Proficient	Speak, read, write & understand
Minimum age	18
Photo ID	Government issued, current, verify name and address matches 8710-1
Citizenship	<i>If dual citizenship, call the FSDO, Country of citizenship is especially important on IACRA.</i>
Pilot Certificate	Valid, signed, must hold Instrument Rating or Concurrently Enrolled for 141
Medical	3 <sup>rd</sup> class, note limitations, Basic Med
Knowledge Test	Passing score, within last 24 months
141 Graduation Certificate	Valid within 60 days – <i>Cannot be extended with a Discontinuance.</i> One certificate from the UNO ground school and another Carver Aero/Oracle

61 COMMERCIAL ASEL AERONAUTICAL EXPERIENCE REQUIREMENTS	141 COMMERCIAL ASEL AERONAUTICAL EXPERIENCE REQUIREMENTS
250 Hours Total Flight Time	
See Flight Simulators Section or 61 <i>School must possess FSDO LOA granting approval of Training Device</i>	See Flight Simulators Section or 141 App. D <i>School must possess FSDO LOA granting approval of Training Device</i>
100 hrs Powered Aircraft/50 Airplane	100 hrs Powered Aircraft/50 Airplane
100 hrs PIC/50 Airplane	100 hrs PIC/50 Airplane
50 hrs PIC XC/10 Airplanes	50 hrs PIC XC/10 Airplanes
20 hrs ASEL Training listed in § 61.127(b)(1) of this part that includes at least the following:	55 hrs ASEL training listed in § 141 App D. of this part that includes at least the following:
10 hrs Instrument Training (5 hrs must be in ASEL) *If planning to combine the use of 10 hours from the Instrument Rating training, then the following regulation <u>"training also used for Commercial 61.129(a)(3)(i)"</u> must be in the remarks section of the logbook for each of the 10 hours logged during the Instrument Rating training. 5 hrs of approved simulator time may be used if logged correctly. Private pilot Instrument time cannot be used.  <i>§61.129(a)(3)(i) states: Ten hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems.</i>	10 hrs instrument training (5 hours must be in ASEL) *If planning to combine the use of 10 hours from 141 Instrument Rating training, then it must be approved in specific 141 Syllabus.
10 hrs training in Complex ASEL, turbine-powered, or TAA <i>Time applied must be after private pilot.</i>	10 hrs training in Complex ASEL, turbine-powered, or TAA <i>Time applied must be after private pilot.</i>
One Dual Day XC ASEL, 2-hr, a total straight-line distance +100nm from the original point of departure <i>If Applicant attempts to use the Instrument xc in combination to satisfy the 2-hour xc, then they must appropriately log that the training time meets standards of both 61.65(instrument) and 61.127(Commercial). If logged appropriately, then the instrument xc training time can also count as a commercial 2-hour Dual xc.</i> <i>Ref: FAA Legal Interpretation Letter</i> <i>Student Pilot cross countries may not be combined for Commercial.</i>	One Dual Day XC ASEL, 2-hr, a total straight-line distance +100nm from the original point of departure <i>*If planning to combine xc requirements from 141 Instrument Rating training, then it must be approved in specific 141 Syllabus.</i>  <i>Student Pilot cross countries may not be combined for Commercial.</i>
One Dual Night XC ASEL 2-hr, straight-line distance of +100nm from original point of departure	One Dual Night XC ASEL 2-hr, straight-line distance of +100nm from the original point of departure
One Solo, Day or Night, XC ASEL, 300nm, landing at three points, one segment of a straight-line distance at least 250nm from original point of departure <i>Note: 250nm flight segment length is not required. – Ref: FAA Legal Interpretation Letter - 12/29/2020 Anthony Walker</i>	One Solo XC ASEL with landings at a minimum of three points, one segment of a straight-line distance at least 250nm from original point of departure <i>Note: 250nm flight segment length is not required. – Ref: FAA Legal Interpretation Letter - 12/29/2020 Anthony Walker</i>
	One Solo XC ASEL with landings at three points, and one segment consisting of a straight-line distance of at least 150nm
10 hrs Solo ASEL or PDPIC with a CFI, on areas of operation in 61.127(b)(1)	10 hrs Solo ASEL or PDPIC with a CFI, on areas of operation in (d)(1) of section 4 of App. D
5 hrs Solo ASEL or PDPIC XC, Night, VFR, 10 full stop TO/LDs in traffic pattern with open ATC tower	5 hrs Solo ASEL or PDPIC XC, Night, VFR, 10 full stop TO/LDs in traffic pattern with open ATC tower
Received and logged ground training from a CFI or accomplished a home-study course	35 hrs Ground Training – <i>Graduation Certificate possibly satisfies requirement</i>
3 hrs ASEL training within 2 calendar months	3 hrs ASEL training within 2 calendar months

## COMMERCIAL PILOT AMEL INITIAL

IACRA or 8710-1	Completed and Submitted
English Proficient	Speak, read, write & understand
Minimum age	17
Photo ID	Government issued, current, verify name and address matches 8710-1
Citizenship	<i>If dual citizenship, call the FSDO, Country of citizenship is especially important on IACRA.</i>
Pilot Certificate	Valid, signed, must hold Instrument Rating or Concurrently Enrolled for 141
Medical	3 <sup>rd</sup> class, note limitations, Basic Med
Knowledge Test	Passing score, within last 24 months
141 Graduation Certificate	Valid within 60 days – <i>Cannot be extended with a Discontinuance.</i> One certificate from the UNO ground school and another Carver Aero/Oracle

61 COMMERCIAL AMEL AERONAUTICAL EXPERIENCE REQUIREMENTS	141 COMMERCIAL AMEL AERONAUTICAL EXPERIENCE REQUIREMENTS
250 Hours Total Flight Time	190 Hours Total Flight Time
See Flight Simulators Section or 61 <i>School must possess FSDO LOA granting approval of Training Device</i>	See Flight Simulators Section or 141 App. D <i>School must possess FSDO LOA granting approval of Training Device</i>
100 hrs Powered Aircraft/50 Airplane	100 hrs Powered Aircraft/50 Airplane
100 hrs PIC/50 Airplane	100 hrs PIC/50 Airplane
50 hrs PIC XC/10 Airplanes	50 hrs PIC XC/10 Airplanes
20 hrs AMEL Training listed in § 61.127(b)(1) of this part that includes at least the following:	55 hrs AMEL training listed in § 141 App D. of this part that includes at least the following:
10 hrs Instrument Training (5 hrs must be in AMEL) *If planning to combine the use of 10 hours from the Instrument Rating training, then the following regulation “ <u>training also used for Commercial 61.129(a)(3)(i)</u> ” must be in the remarks section of the logbook for each of the 10 hours logged during the Instrument Rating training. 5 hrs of approved simulator time may be used if logged correctly. Private pilot Instrument time cannot be used.  §61.129(a)(3)(i) states: Ten hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems.	10 hrs instrument training (5 hours must be in ASEL) *If planning to combine the use of 10 hours from 141 Instrument Rating training, then it must be approved in specific 141 Syllabus.
10 hrs training in Complex AMEL, a turbine-powered, or TAA <i>Time applied must be after private pilot.</i>	10 hrs training in Complex AMEL, a turbine-powered, or TAA <i>Time applied must be after private pilot.</i>
One Dual Day XC AMEL, 2-hr, a total straight-line distance +100nm from the original point of departure <i>If Applicant attempts to use the Instrument xc in combination to satisfy the 2-hour xc, then they must appropriately log that the training time meets standards of both 61.65(instrument) and 61.127(Commercial). If logged appropriately, then the instrument xc training time can also count as a commercial 2-hour Dual xc.</i> <i>Ref: FAA Legal Interpretation Letter</i> <i>Student Pilot cross countries may not be combined for Commercial.</i>	One Dual Day XC AMEL, 2-hr, a total straight-line distance +100nm from the original point of departure *If planning to combine xc requirements from 141 Instrument Rating training, then it must be approved in specific 141 Syllabus.  <i>Student Pilot cross countries may not be combined for Commercial.</i>
One Dual Night XC AMEL 2-hr, straight-line distance of +100nm from original point of departure	One Dual Night XC AMEL 2-hr, straight-line distance of +100nm from the original point of departure
One Solo, Day or Night, XC AMEL, 300nm, landing at three points, one segment of a straight-line distance at least 250nm from original point of departure <i>Note: 250nm flight segment length is not required. – Reference: FAA Legal Interpretation Letter - 12/29/2020 Anthony Walker</i>	One Solo XC AMEL with landings at a minimum of three points, one segment of a straight-line distance at least 250nm from original point of departure <i>Note: 250nm flight segment length is not required. – Reference: FAA Legal Interpretation Letter - 12/29/2020 Anthony Walker</i>
10 hrs Solo AMEL or PDPIC with a CFI, on areas of operation in 61.127(b)(1)	One Solo XC AMEL with landings at three points, and one segment of a straight-line of at least 150nm
5 hrs Solo AMEL or PDPIC XC, Night, VFR, 10 full stop TO/LDs in traffic pattern with open ATC tower	10 hrs Solo AMEL or PDPIC with a CFI, on areas of operation in (d)(1) of section 4 of App. D
Received and logged ground training from a CFI or accomplished a home-study course	5 hrs Solo AMEL or PDPIC XC, Night, VFR, 10 full stop TO/LDs in traffic pattern with open ATC tower
3 hrs AMEL training within 2 calendar months	35 hrs Ground Training – <i>Graduation Certificate possibly satisfies requirement</i>
	3 hrs AMEL training within 2 calendar months

## COMMERCIAL ASEL/AMEL INITIAL

### A.1 Prerequisites for Practical Test: Title 14 of the Code of Federal Regulations (14CFR) part 61, 61.39(a)(6)(i) and (ii).

I certify that \_\_\_\_\_ has received and logged training time within 2 calendar-months preceding the month of application in preparation for the practical test and [he or she] is prepared for the required practical test for the issuance of COMMERCIAL PILOT ASEL/AMEL certificate.

Example: [date] /s/ J. J. Jones 987654321CFI Exp. 12-31-23

### A.2 Review of deficiencies identified on airman knowledge test: § 61.39(a)(6)(iii), as required.

I certify that \_\_\_\_\_ has demonstrated satisfactory knowledge of the subject areas in which [he or she] was deficient on the COMMERCIAL PILOT ASEL/AMEL airman knowledge test.

Example: [date] /s/ J. J. Jones 987654321CFI Exp. 12-31-23

### A.34 Aeronautical knowledge test: §§ 61.35(a)(1), 61.123(c), and 61.125.

I certify that \_\_\_\_\_ received the required training of § 61.125. I have determined that [he or she] is prepared for the COMMERCIAL PILOT knowledge test.

Example: [date] /s/ J. J. Jones 987654321CFI Exp. 12-31-23

### A.35 Flight proficiency/practical test: §§ 61.123(e), 61.127, and 61.129.

I certify that \_\_\_\_\_ has received the required training of §§ 61.127 and 61.129. I have determined that [he or she] is prepared for the COMMERCIAL PILOT ASEL/AMEL practical test.

Example: [date] /s/ J. J. Jones 987654321CFI Exp. 12-31-23

### **POSSIBLY REQUIRED**

#### **A.72 To act as pilot in command of an aircraft in solo operations when the pilot does not hold an appropriate category/class rating: § 61.31(d)(2).**

I certify that [First name, MI, Last name] has received the training as required by § 61.31(d)(2) to serve as a pilot in command in an Airplane Multi-Engine Land airplane. I have determined that [he or she] is prepared to solo an \_\_\_\_\_ aircraft. Limitations: [optional].

#### **A.82 Review of a home study curriculum: § 61.35(a)(1).**

I certify I have reviewed the home study curriculum of [First name, MI, Last name]. I have determined that [he or she] is prepared for the [name of] knowledge test.

**A.68 To act as pilot in command in a complex airplane: § 61.31(e).** I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training of § 61.31(e) in a [make and model] complex airplane. I have determined that [he or she] is proficient in the operation and systems of a complex airplane.

#### **A.69 To act as pilot in command in a high-performance airplane: § 61.31(f).**

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training of § 61.31(f) in a [make and model] high performance airplane. I have determined that [he or she] is proficient in the operation and systems of a high-performance airplane.

#### **A.70 To act as pilot in command in a pressurized aircraft capable of high-altitude operations: § 61.31(g).**

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training of § 61.31(g) in a [make and model] pressurized aircraft. I have determined that [he or she] is proficient in the operation and systems of a pressurized aircraft.