

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.