



**U.S. Department
of Transportation**
Federal Aviation
Administration

Advisory Circular

Subject: Certification: Pilots and Flight and
Ground Instructors

Date: 10/30/24

AC No: 61-65J

Initiated by: AFS-800 **Change:**

This advisory circular (AC) provides guidance for pilot and instructor applicants, pilots, flight instructors, ground instructors, and examiners on the certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part [61](#). The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.

A handwritten signature in black ink, appearing to read 'Robert Ruiz'.

Robert Ruiz for
Lawrence Fields
Executive Director, Flight Standards Service

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- 1 PURPOSE OF THIS ADVISORY CIRCULAR (AC).** This AC provides guidance for pilot and instructor applicants, pilots, flight instructors, ground instructors, and examiners on certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part [61](#). The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.
- 2 AUDIENCE.** The primary audience for this AC is all flight instructors, ground instructors, and Designated Pilot Examiners (DPE). It includes applicants for pilot certificates, flight instructor certificates, and ground instructor certificates. The audience also includes aviation safety inspectors (ASI) and aviation safety technicians (AST) who conduct certification functions for pilots and/or have oversight of a designee who performs pilot or instructor certifications. The secondary audience includes Flight Standards Service offices. Title 14 CFR Part [107](#), Small Unmanned Aircraft Systems, operators should refer to AC [107-2](#), Small Unmanned Aircraft System (Small UAS), for certificate requirements.
- 3 SAFETY MESSAGE.** Safety is the number one goal of all airmen and instructors. This AC is an aviation safety resource that helps avoid risk. Endorsements represent training requirements completed and privileges granted. This AC helps airmen and instructors ensure that all training is completed and documented clearly and concisely. An endorsement marks and formalizes events such as an operating privilege or authorization granted or a limitation incurred. Applying the recommended endorsements reduces the risk that someone will act without a prerequisite or will misunderstand a limitation.
- 4 WHERE YOU CAN FIND THIS AC.** You can find this AC on the Federal Aviation Administration's (FAA) website at https://www.faa.gov/regulations_policies/advisory_circulars and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>.
- 5 WHAT THIS AC CANCELS.** AC 61-65H, Certification: Pilots and Flight and Ground Instructors, dated August 27, 2018, is canceled.
- 6 RELATED READING MATERIAL (current editions):**
 - AC [60-28](#), FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts [61](#), [63](#), [65](#), and [107](#).
 - AC [61-98](#), Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check.
 - AC [61-107](#), Aircraft Operations at Altitudes Above 25,000 Feet Mean Sea Level or Mach Numbers Greater Than .75.
 - AC [107-2](#), Small Unmanned Aircraft System (Small UAS).
 - FAA Order [8080.6](#), Conduct of Airman Knowledge Tests.
 - FAA Order [8900.1](#), Flight Standards Information Management System.

- FAA Airman Testing Resources at https://www.faa.gov/training_testing/testing.
 - Practical Test Standards (PTS) or Airman Certification Standards (ACS), as available, at https://www.faa.gov/training_testing/testing.
 - FAA Airman Knowledge Test Guides at https://www.faa.gov/training_testing/training.
 - FAA Airman Knowledge Testing (AKT) at https://www.faa.gov/training_testing/testing.
- 7 SUMMARY OF CHANGES.** See Appendix B, Summary of Changes in Revision J, for changes from this AC's previous edition.
- 8 PILOT TRAINING AND TESTING.** Part 61 contains eligibility, aeronautical knowledge, flight proficiency, and aeronautical experience requirements for each pilot certificate, instrument rating, flight instructor certificate, and ground instructor certificate. The Areas of Operation specified for each certificate by part 61 encompass the Areas of Operation and tasks contained in the ACS or PTS, as appropriate.
- 9 KNOWLEDGE TESTS.** Airman knowledge tests cover the aeronautical knowledge areas prescribed in part 61.
- 9.1 Knowledge Test Administration.** An applicant for a knowledge test must meet the requirements detailed in part 61, § [61.35\(a\)](#). For the location of computerized testing centers, consult the list at https://www.faa.gov/training_testing/testing.
- 9.2 Evidence of Completion.** Applicants are not required to show evidence of completed training to take flight instructor, ground instructor, military competency, or foreign pilot instrument knowledge tests unless they are applying to retake a test after failing that test, per § [61.49](#). A person who applies for the knowledge test for an Airline Transport Pilot (ATP) Certificate with an airplane category and multiengine class rating must present a graduation certificate from an authorized training provider, as prescribed in § [61.156](#). Applicants for other ATP knowledge tests are not required to show evidence of completed training unless they are applying to retake a test after failing that test.
- 9.3 Relief for Certain U.S. Military and Civilian Personnel.** Section 61.40 provides relief to U.S. military and civilian personnel who are assigned outside the United States in support of U.S. Armed Forces operations. ASIs and ASTs are authorized to accept, from an eligible person, an expired flight instructor certificate for renewal of that certificate, to establish flight instructor recent experience, to reinstate flight instructor privileges, or to obtain a new instructor privilege on that certificate. ASIs and ASTs are also authorized to accept an expired knowledge test report to show eligibility under part 61 to take a practical test. The eligible person must present the ASI or AST with the required documents along with FAA Form [8710-1](#), Airman Certificate and/or Rating Application. Refer to §§ 61.40, [61.197\(f\)](#), and [61.199\(a\)\(3\)](#).

10 COMPLETION OF GROUND TRAINING OR A HOME-STUDY CURRICULUM.

10.1 General.

1. The FAA Airman Testing web page contains detailed information about all airman tests. Refer to https://www.faa.gov/training_testing/testing.
2. The AKT regulations are §§ 61.35 and [61.37](#). Refer to the FAA AKT web page at https://www.faa.gov/training_testing/testing.

10.2 Home-Study Curriculum. Except for applicants for an ATP Certificate with an airplane category and multiengine class rating, applicants may obtain ground training for the knowledge test from pilot schools, colleges, aviation organizations, and individual flight or ground instructors. Home-study curricula are available from representatives of the aviation industry. Students may develop an individual home-study curriculum compiled from material described in the applicable FAA airman knowledge test guide. The student, to show evidence of a ground-school or home-study curriculum completion, may use any one of the following methods:

1. A certificate of graduation from a pilot training course conducted by an FAA-certificated pilot school, appropriate to the certificate or rating sought, or a statement of accomplishment from the school certifying satisfactory completion of the ground school portion of the course.
2. An endorsement from an authorized instructor who has certified that the applicant has satisfactorily completed the ground training required for the certificate or rating sought and is prepared for the test.
3. A certificate of graduation or statement of accomplishment from a ground school course, appropriate to the certificate and rating sought, that was conducted by an agency such as a high school, college, adult education program, the Civil Air Patrol (CAP), or a Reserve Officers' Training Corps (ROTC) flight training program.
4. A certificate of graduation from an industry-provided aviation home-study course. The aeronautical enterprise providing the study material must develop the certificate. The certificate of graduation must correspond to the FAA knowledge test for the certificate or rating sought. The aeronautical enterprise providing the course of study must also furnish a comprehensive knowledge test, which the course provider can score as evidence that the student has completed the course of study. The knowledge test must be sent to the course provider for scoring. Upon satisfactory completion of the examination, a graduation certificate signed by an authorized certificated flight instructor (CFI) of the course provider will be provided to the student.
5. Applicants are encouraged to obtain ground training using one of the methods described in items 1 through 4 above. An applicant who is unable to provide any of the above documents may present an individually developed home-study course to an appropriately certificated flight or ground instructor. The instructor will review the course materials and question the applicant to determine that the course was completed and that the applicant does possess the knowledge required for the

certificate or rating sought. The instructor will then complete an endorsement certifying that the applicant is prepared for the knowledge test.

11 VERIFICATION OF IDENTITY, AGE, AND ENGLISH LANGUAGE

STANDARD. Applicants for knowledge tests and airman certificates must provide positive proof of identification, address, age, and meet English language standards at the time of application.

11.1 Identification. Applicants must present unexpired, official government-issued identification that contains the applicant's photograph and the applicant's signature. The applicant may present this information in more than one form of identification. Refer to the AKT web page at https://www.faa.gov/training_testing/testing for more information on acceptable identification.

11.2 Address. A mailing address for delivery of the applicant's certificate may be indicated on FAA Form 8710-1 or FAA Form [8710-11](#), Airman Certificate and/or Rating Application – Sport Pilot, as appropriate. However, the residential address required for official record purposes for a certificate must be provided to specify the airman's actual permanent residential street number, city, state, and ZIP code, including apartment number, where appropriate. The airman can specify an address to be printed on the permanent airman certificate, if different than the applicant's current address. If the applicant has a foreign address, the country must be stated. Applicants with a foreign address for official record purposes must comply with the U.S. agent for service requirements in 14 CFR part [3](#) subpart C, which require any individual who has a foreign address and no U.S. physical address of record on file with the FAA to designate a U.S. agent for service if they apply for a certificate, rating, or authorization issued under 14 CFR part [47](#), 61, 63, 65, [67](#), or 107, or hold a certificate, rating, or authorization issued under any of these parts. To designate a U.S. agent for service, applicants should refer to AC 3-1, U.S. Agents for Service on Individuals with Foreign Addresses Who Hold or Apply for Certain Certificates, Ratings, or Authorizations. If a residential address does not exist, the applicant must provide and attach to the application the geographic location of their residence on a separate piece of paper and attest by signature. This can be in the form of a map or written directions to the applicant's physical residential address. An applicant who resides on a boat must provide the boat dock number or vessel registration number. If the applicant resides in a recreational vehicle (RV), the state in which the RV is registered, the registration number, and the vehicle identification number (VIN) should be included. The supporting paperwork is submitted as part of the applicant's application.

11.3 Age. Applicants applying for a student pilot certificate, knowledge test, and practical test must show that they meet the minimum age requirement for the certificate sought. In the case of an applicant under the age of 18 years, the applicant's parent or guardian may have to accompany the applicant and identify themselves in accordance with regular application procedures. If the parent or guardian attests to the applicant's identity, the parent or guardian's photograph identification information should be placed on the "Airman's Identification (ID)" block of the "Attachments" section of FAA Form 8710-1, and a remark added indicating that the parent's identification was used if the applicant is

applying for a student pilot certificate. When applying to take a knowledge test, applicants must show that they will meet the minimum age requirement for the certificate sought within 24 calendar months of the date of application for the knowledge test, with the exception of those pilots applying for the ATP multiengine airplane knowledge test. However, in accordance with § 61.35(a)(3), an applicant for the ATP multiengine airplane knowledge test must be at least 18 years of age.

11.4 English Language Standards.

- 11.4.1 General.** To be eligible for an FAA pilot certificate, flight instructor certificate, or ground instructor certificate or additional rating, an applicant must be able to read, write, speak, and understand the English language, as stated in 14 CFR for the certificate sought. Training facilities and individuals authorized to conduct evaluations, training, testing, checking, or certification activities all share the responsibility to ensure that all applicants for an FAA certificate or individuals who hold FAA certificates continually demonstrate that they meet the FAA regulatory English language eligibility requirements. If there is a question that the applicant or certificated individual may not meet the FAA regulatory English language eligibility requirements to obtain or hold an FAA certificate, refer to AC 60-28 and Order 8900.1, Volume 5, Chapter 14, FAA English Language Standard for Certification Under 14 CFR Parts 61, 63, 65, and 107, for guidance.
- 11.4.2 Flight Review or Instrument Proficiency Check (IPC).** If the pilot does not meet the FAA Aviation English Language Standard (AELS) during a flight review or IPC, do not endorse the pilot's logbook or training record as complete. Provide a logbook entry for the training received, advise the pilot, and contact the responsible Flight Standards District Office (FSDO).
- 11.4.3 Student Pilot.** Before accepting an application for certification, to include processing an application for a student pilot certificate or issuing an endorsement for solo operations or a practical test, the applicant must be evaluated in accordance with the guidelines contained in AC 60-28, Appendix A, FAA English Language Standard Evaluation.
- 11.4.4 Evaluators.** AELS evaluators should develop multiple plans of action, as described in AC 60-28, to conduct an FAA AELS evaluation. This will ensure that their evaluation does not become predictable.

12 PRACTICAL TESTS.

- 12.1 General.** A practical test is conducted to evaluate the applicant's knowledge, skill, and management of risk for the pilot certificate and rating sought. During a practical test, the examiner will evaluate the applicant based on oral examination and observation of performance-based skills in accordance with the appropriate ACS or PTS. However, the examiner may use oral testing at any time during the practical test. An examiner is responsible for determining whether the applicant meets the standards outlined in the objective of each required task evaluated in accordance with the appropriate ACS or PTS. Refer to the appropriate ACS or PTS for more information.

- 12.2 PTS Requirements.** The PTS requires testing through oral or written questions and by demonstrating piloting skills. Until these standards are replaced by the ACS, the PTS will continue to be the standards document.
- 12.3 ACS Requirements.** For elements associated with tasks in the ACS, similar language is used in the objective as stated above for the PTS; however, the ACS evaluates knowledge, risk management, and skill elements for each task. Each element uses language to clarify whether the evaluation will be accomplished through oral or performance evaluation.
- 12.4 Use of Full Flight Simulators (FFS) and Flight Training Devices (FTD).** In accordance with §§ [61.45\(a\)](#) and [61.64](#), an FFS or FTD may be used for some or all of the practical test as authorized through an FAA-approved testing or checking program or curriculum. Use of an Aviation Training Device (ATD) is not authorized on a practical test for a certificate or rating or for an aircraft type rating. Additional information on the use of an FFS, FTD, or ATD can be found in the appropriate ACS or PTS.
- 12.5 Two Calendar Months or 60 Calendar Days.** An applicant has two time limits that apply to the certification practical test. What appears to be a conflict in the regulations with reference to these time limits is not a conflict. Apply the time limits as written in the regulations.
- 12.5.1 Time Limit 60 Calendar Days.** Section [61.43\(f\)](#) states that if a practical test is discontinued, as defined in § 61.43(e), the applicant is entitled to credit for those Areas of Operation that were passed, but only if the applicant complies with § 61.43(f)(1)–(4). The examiner or applicant may discontinue a practical test at any time when the applicant fails one or more of the Areas of Operation or due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern. Section 61.43(f)(1) states that the applicant must pass “the remainder of the practical test within the 60-day period after the date the practical test was discontinued” to use that credit. After the 60-calendar-day period, credit no longer applies, and all Areas of Operation must be tested. A test may be discontinued for failure of an Area of Operation or for safety of flight.
- 12.5.2 Time Limit 2 Calendar Months.** Section [61.39\(f\)](#) states that all increments, ground/oral and flight, of practical tests must be completed within 2 calendar months. The increment may be because the test was discontinued for reasons stated in § 61.43(e) or was planned to be conducted in increments. This is a separate time limit from the 60-calendar-day limit prescribed above that applies to credit for tasks passed.

13 LIGHT-SPORT AIRCRAFT (LSA) WITH A SINGLE SEAT.

- 13.1 General.** In accordance with § 61.45(f), a practical test may be conducted in an LSA that has a single seat. The FAA believes that with certain limitations, it is appropriate to allow the practical test for a sport pilot certificate only. This provision does not allow a practical test for a flight instructor certificate or recreational pilot certificate or higher to be conducted in an LSA that has a single pilot seat.

- 13.2 Testing From the Ground.** With certain limitations, a DPE or an FAA ASI may conduct the practical test for a sport pilot certificate in an LSA having a single seat. Refer to § 61.45(f) for specific provisions. The examiner must agree to conduct the test (§ 61.45(f)(1)) and must conduct the practical test in accordance with the sport pilot PTS or ACS, as appropriate. Knowledge of all tasks applicable to their category/class of aircraft will be evaluated orally. The examiner must be in a position to observe the operation of the aircraft while evaluating the proficiency of the applicant (§ 61.45(f)(2)).
- 13.3 Single-Seat Limitation.** The limitation, “No passenger carriage and flight in a single-seat light-sport aircraft only,” will be placed on the person’s pilot certificate per § 61.45(f)(3). Only a DPE or an ASI is authorized to remove this limitation. The DPE or ASI can accomplish this when the sport pilot takes a practical test in a two-place LSA and conducts the additional tasks identified in the ACS or PTS, as appropriate. This practical test may be conducted in the same or additional category of aircraft. Upon successful completion of the practical test, the DPE or ASI will remove the limitation and the sport pilot is authorized to act as pilot in command (PIC) in all categories of LSA for which the sport pilot has an endorsement. The DPE or ASI can also remove the limitation if the sport pilot completes the certification requirements in an aircraft with a minimum of two places for a higher certificate or rating.
- 13.4 Flight Review.** A sport pilot whose certificate has a single-seat limitation must complete a flight review, as required by § [61.56](#). The flight review must be in an aircraft with a minimum of two pilot stations, in which the pilot is rated, and with an authorized instructor who is current and qualified to act as PIC.
- 13.5 Additional Category or Class.** An instructor may perform a proficiency check for an additional category or class in accordance with §§ 61.45(f) and [61.321](#) to be added to a sport pilot certificate or higher using a single-seat LSA, provided the instructor is also a DPE or an ASI. The instructor or ASI must agree to conduct the proficiency check in a single-seat LSA and must ensure that the proficiency check is conducted in accordance with the sport pilot PTS or ACS, as appropriate, for single-seat aircraft. The instructor will evaluate knowledge of all tasks applicable to the category or class of aircraft orally. Those pilots seeking sport pilot privileges in a single-seat LSA must demonstrate competency in those specific tasks identified in the appropriate ACS or PTS and any other tasks selected by the instructor. On successful completion of the proficiency check, the instructor or ASI will issue an endorsement with the following limitation: “No passenger carriage and flight in a single-seat light-sport aircraft only,” limiting the pilot’s operations to a single-seat aircraft in this category and class. The instructor must sign this endorsement with their flight instructor and examiner number.
- 13.6 Remove Limitation.** This limitation can be removed once the pilot has successfully completed a proficiency check involving the additional tasks identified in the appropriate ACS or PTS in a two-pilot station LSA for the specific category and class rating sought and in accordance with § 61.321. The proficiency check must be conducted in the same category and class of LSA. Upon successful completion of the proficiency check, the pilot will be issued an endorsement for the LSA privilege sought.

- 14 PREREQUISITES FOR PRACTICAL TESTS.** Except as provided by § 61.39, each applicant must have received an endorsement from an authorized instructor who certified that the applicant received and logged the required flight time/training in preparation for the practical test within 2 calendar months preceding the month of the application and has been found proficient to pass the practical test. If an endorsement is required, it must also state that the applicant has satisfactory knowledge of the subject areas in which they were shown to be deficient by the FAA Airman Knowledge Test Report (AKTR).
- 14.1 Endorsements.** All applicants must have the required endorsements specified in part 61 for the aircraft category, class, and/or type rating. A graduate of a 14 CFR part [141](#) pilot school who takes the certification practical test with an examiner must have the endorsements required by § 61.39(a) to take the practical test.
- 14.2 Testing Following a Notice of Disapproval.** All applicants who apply for a retest of a practical test after being issued a Notice of Disapproval must present another endorsement from their instructor in accordance with §§ 61.43(f) and 61.49(a)(2). The endorsement must state that the applicant has received the necessary training and is prepared for the practical test. An instructor's recommendation on FAA Form 8710-1 is required for each retest following a Notice of Disapproval conducted for a certificate or rating. The applicant may receive credit for those Areas of Operation that the applicant passed, but only if the applicant passes the remainder of the practical test within the 60-calendar-day period after the date the practical test was discontinued.
- 14.3 Testing Following a Letter of Discontinuance.** No additional endorsements are required for an applicant to continue the practical test after being issued a Letter of Discontinuance. The applicant is entitled to credit for those Areas of Operation that were passed, but only if the applicant passes the remainder of the test within the 60-calendar-day period after the date the practical test was discontinued. If more than 60 calendar days has passed, the applicant must accomplish the entire practical test.
- 14.4 Medical Certificate.** For detail on medical requirements, refer to 14 CFR parts 61, 67, and [68](#), and AC [68-1](#), BasicMed.
- 15 STUDENT PILOT CERTIFICATION.** Specific knowledge, flight proficiency, flight experience, and endorsement requirements for the student pilot certificate are located in part 61 subpart [C](#).
- 15.1 Student Pilot Certification Application and Issuance.** A person may apply for a student pilot certificate with one of the following authorized individuals: a CFI, a DPE, an FAA ASI or AST, or an Airman Certification Representative (ACR) associated with a part 141 pilot school. The FAA Civil Aviation Registry issues all permanent student pilot certificates on high-quality plastic card stock containing tamper- and counterfeit-resistant features.
- 15.2 Medical Requirements.** Once a student pilot certificate has been issued, the pilot must comply with the applicable medical requirements in § [61.23](#) when exercising student pilot privileges. A person is not required to hold a medical certificate when exercising the

privileges of a student pilot certificate while seeking a sport pilot certificate with glider or balloon privileges or while seeking a pilot certificate with a glider rating or balloon class rating. A person exercising the privileges of a student pilot certificate while seeking a sport pilot certificate in an LSA other than a glider or balloon must have either a medical certificate or U.S. driver's license. Refer to § 61.23(c)(2) for associated driver's license considerations. Refer to § 61.23(c)(3) for student pilot requirements when using "BasicMed" in lieu of a medical certificate, which are applicable when operating under the conditions and limitations set forth in § [61.113\(i\)](#). For medical certificate requirements and duration, refer to § 61.23.

- 15.3 Temporary Student Pilot Certificate.** An applicant may obtain a temporary student pilot certificate after being vetted by the Transportation Security Administration (TSA). This is done through the Integrated Airman Certification and Rating Application (IACRA) if the original application was made through IACRA or directly from the FAA Airmen Certification Branch if a paper application was submitted. An applicant may obtain a temporary student pilot certificate from an ASI or AST as an emergency field reissuance only.
- 15.4 Eligibility Requirements.** Additional information on the eligibility requirements for student pilots is in § [61.83](#), and the general limitations for student pilots are in § [61.89](#). If an applicant has a known medical issue that would require a limitation on the applicant's student pilot certificate, the applicant should contact the responsible FSDO to ensure the application is processed with the correct limitations.
- 16 ACCEPTANCE OF A STUDENT PILOT APPLICATION.** Authorized individuals may accept a person's application for an FAA student pilot certificate by utilizing the FAA's IACRA or the paper FAA Form 8710-1.
- 16.1 IACRA.** Authorized individuals are encouraged to utilize IACRA for the purpose of accepting a student pilot application. IACRA is an internet-based certification/rating application system that guides the user through the FAA's application process. Access IACRA on the internet at <https://iacra.faa.gov>. The website also contains an instruction manual for additional assistance. Using IACRA is a quicker and more efficient process to obtain an airman certificate than using the paper FAA Form 8710-1.
- 16.2 Registration Process.** In order for a CFI, a DPE, an ACR, an ASI, or an AST to accept a student pilot application, the person must be registered in IACRA in the appropriate role. On the IACRA website, click on the "Register" link within the "Login" window. On the next screen, select the appropriate role under the "Instructors" heading. Follow the onscreen prompts to complete the registration. Even though the instructor is a certifying officer, their signature will be reflected in the "Instructor Action" section.
- 17 STUDENT PILOT CERTIFICATE ELIGIBILITY.** In accordance with § [61.193\(b\)](#), before processing an application for a student pilot certificate, the authorized individual must ensure the applicant meets the eligibility requirements of § 61.83 and verify the applicant's identity. The authorized individual should use AC 60-28 and the ICAO website to prepare for the assessment. AC 60-28 outlines the required procedures to

ensure the applicant meets the FAA AELS. If it is determined that the applicant does not meet the FAA standard, process the application as follows:

1. When using IACRA, answer the questions concerning the FAA AELS. The system will recognize if the applicant has or has not met the FAA AELS and process the application as necessary. The applicant will not be required to mail additional paperwork to the responsible FSDO.
2. When using a paper FAA Form 8710-1, check the “Rejected Student Pilot Application” box in the appropriate section on the last page (e.g., “Instructor Action” section or “Designated Examiner or Airman Certification Representative Report” section). Also, check the box “Referred to FSO for Aviation English Language Standard Determination” in “Remarks” at the bottom of the form. Only an ASI may check the box in the FAA AELS statement at the bottom of the last page on the application, “Does Not Meet Aviation English Language Standard.” After verifying the application is complete, forward this application to the responsible FSDO for data entry and processing, even if the applicant does not meet the eligibility requirements. Find the address and contact information for the responsible FSDO at https://www.faa.gov/about/office_org/field_offices/fsdo.

Note: If the applicant does not meet the eligibility requirements of § 61.83, *do not* check the “Accepted Student Pilot Application” box. The “Accepted Student Pilot Application” box should only be checked once it is determined that the applicant meets all of the eligibility requirements. Check the “Rejected Student Pilot Application” box and continue processing the application. The terms “accepted” and “rejected” are used to notify the Civil Aviation Registry that the applicant meets, or may not meet, the requirements for the issuance of a student pilot certificate. If the applicant does not meet the eligibility requirements for English language or age, the application should still be processed and mailed to the responsible FSDO or the Civil Aviation Registry, as appropriate.

- 18 STUDENT PILOT APPLICATION PROCESS: IACRA.** A person who meets the eligibility requirements of a student pilot certificate may register as an applicant through IACRA, which stores FAA Form 8710-1 electronically until an authorized individual accesses the form. An authorized individual may access FAA Form 8710-1 by searching for the person’s unique FAA tracking number (FTN) assigned by an FAA internal system after the person has completed the required items on the student pilot application form. The authorized individual will verify that the applicant meets the regulatory eligibility requirements and that the application has been completed properly. Additionally, the authorized individual will verify the applicant’s identity and input the applicant’s photo identification data into IACRA when prompted, according to paragraph [11](#). Once the authorized individual has completed the application through IACRA, it will be transmitted electronically to the Civil Aviation Registry for processing. The student pilot applicant can expect the pilot certificate to arrive via the United States Postal Service (USPS) approximately 5 weeks from the date of application submission.
- 19 STUDENT PILOT APPLICATION PROCESS: PAPER FAA FORM 8710-1.** Applicants have the ability to apply for a student pilot certificate in paper format on FAA

Form 8710-1 to ensure all applicants have the uninterrupted ability to apply for an FAA student pilot certificate.

- 19.1 Completion of FAA Form 8710-1.** Once the authorized individual verifies that the applicant meets the eligibility requirements of § 61.83, they will check the “Accepted Student Pilot Application” box in the appropriate section. The authorized individual will also select the “Meets Aviation English Language Standard” box in the FAA AELS statement at the bottom of the last page of the application. Once the authorized individual has verified that the application was completed in accordance with the form’s instructions and Order 8900.1, Volume 5, Chapter 1, Section 3, Phases of Certification (available at <https://drs.faa.gov>), the authorized individual will send the completed student pilot application to their responsible FSDO for data entry.
- 19.2 Contact Information.** Find the address and contact information for the responsible FSDO at https://www.faa.gov/about/office_org/field_offices/fsdo. Once the data is captured, the FSDO will mail the application file to the Civil Aviation Registry via first-class mail to the following address: Federal Aviation Administration, Airmen Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125. The FAA notes that the submittal of a paper FAA Form 8710-1 may delay the issuance of a student pilot certificate because of the mailing time to the Civil Aviation Registry. Once the Civil Aviation Registry receives the student pilot application, the student pilot applicant can expect the pilot certificate to arrive via the USPS approximately 5 weeks from the date of application submission.
- 19.3 Documentation of Identification.** CFIs accepting a person’s application for a student pilot certificate should review the person’s photograph identification presented at the time of application to confirm that it is current and valid. The flight instructor should document the type of identification and number submitted (e.g., Virginia driver’s license number A12345678 and expiration date xx/xx/xxxx) on the FAA Form 8710-1 “Airman’s Identification (ID)” section in accordance with the guidelines provided earlier.

20 PRE-SOLO REQUIREMENTS AND PRIVILEGES.

- 20.1 Student Pilot Certificate.** A current paper student pilot certificate will remain valid until its expiration date or when superseded with another airman certificate. A new student pilot certificate issued on a plastic card does not have an expiration date. However, some of the endorsements that authorize and limit a student pilot’s privileges are valid for 90 calendar days from the date of endorsement. Regardless of the student pilot certificate being paper or plastic, these endorsements are required to be issued in the student pilot’s logbook to exercise solo privileges unless the student pilot has obtained a higher-level pilot certificate. Per § [61.87\(p\)](#), the authorized flight instructor who gave the training to the student must give these endorsements.
- 20.2 Pre-Solo Requirements.** The following pre-solo requirements must be met:

1. **Knowledge Test.** Before being authorized to conduct a solo flight, a student pilot must have demonstrated satisfactory aeronautical knowledge by completion of a knowledge test. Refer to § 61.87(b).
2. **Flight Training.** In accordance with § 61.87(c)(1), prior to conducting a solo flight, a student pilot must have received and logged flight training for the maneuvers and procedures that are appropriate to the make and model (M/M) of aircraft to be flown. In accordance with § 61.87(c)(2), the student pilot must have demonstrated satisfactory proficiency and safety, as judged by an authorized instructor, on the maneuvers and procedures that are appropriate to the M/M of aircraft to be flown. Refer to § 61.87(d)–(m).
3. **Proficiency and Safety.** Prior to conducting a solo flight, a student pilot must have demonstrated satisfactory proficiency and safety, as judged by an authorized instructor, on the maneuvers and procedures required by § 61.87 in the M/M of aircraft or similar M/M of aircraft to be flown. Refer to § 61.87(c)(2). The student must also meet the FAA English language standard as stated in the ACS or PTS.

20.3 Ninety-Calendar-Day Endorsement. A student pilot may not operate an aircraft in solo flight unless that student pilot has received an endorsement in the student's logbook for the specific M/M aircraft to be flown by an authorized instructor who gave the training within the 90 calendar days preceding the date of the flight. Refer to § 61.87(n).

20.4 Solo at Night. A student pilot may not operate an aircraft in solo flight at night unless that student pilot has received the training required by § 61.87(o)(1) and (2) at night and the endorsement required by § 61.87(o)(3). That endorsement in the student's logbook is for the specific M/M aircraft to be flown for night solo flight. An authorized instructor who gave the training within the 90-calendar-day period preceding the date of the flight must make the endorsement. A student pilot seeking a sport pilot certificate is not authorized to operate an LSA at night per § 61.89(c).

20.5 Cross-Country. A student pilot who seeks solo cross-country flight privileges must have received flight training on the maneuvers and procedures required by § [61.93\(e\)–\(m\)](#), as appropriate to the M/M of aircraft for which the solo cross-country privileges are sought. The student pilot must have demonstrated cross-country proficiency on the appropriate maneuvers and procedures of § 61.93 to an authorized instructor. The student pilot must have satisfactorily accomplished the pre-solo flight maneuvers and procedures required by § 61.87 in the M/M of aircraft or similar M/M of aircraft for which solo cross-country privileges are sought, and the student must comply with any limitations included in the authorized instructor's endorsement. A student pilot must have the endorsements prescribed in § 61.93(c) for each cross-country flight.

20.6 Sport Pilot Privileges. A certificated pilot seeking sport pilot privileges in an aircraft in which the pilot does not hold category and class is required to complete a flight review in accordance with § 61.56 before conducting solo operations. Under § 61.56(g), a certificated pilot is not considered a student pilot when seeking solo privileges in a category/class aircraft in which the pilot is not already certificated.

- 20.7 Endorsement for Each Solo Cross-Country.** In addition to the endorsements required by § 61.93(c)(1) and (2), for each solo cross-country flight, a student pilot must have an endorsement from an instructor after the instructor reviews the student's cross-country planning. That endorsement must comply with § 61.93(c)(3). An authorized instructor may not permit a student pilot to conduct a solo cross-country flight unless the instructor has complied with § 61.93(d)(1)–(5). This endorsement does not need to be made by the instructor who normally provides training to the student. However, the flight instructor must ensure that all other required endorsements have been previously provided, such as the endorsement required by § 61.93(c)(1) and (2) for conducting solo cross-country flights.
- 20.8 Takeoffs and Landings at an Airport Within 25 Nautical Miles (NM).** A flight instructor may authorize a student to practice solo takeoffs and landings at an airport within 25 NM (or 15 NM in the case of a Powered Parachute (PPC)) from the airport at which the student pilot normally receives training after meeting the requirements of § 61.93(b)(1).
- 20.9 Repeated Solo Cross-Country Flights.** A student pilot may be authorized to make repeated, specific solo cross-country flights that are not greater than 50 NM from the point of departure if the student meets the requirements of § 61.93(b)(2). The authorized instructor should specify in the student's logbook endorsement the conditions under which the flights may be made.
- 20.10 Class B, C, and D Airspace.** A student pilot who seeks a sport pilot certificate or a recreational pilot certificate and wants to obtain privileges to operate in Class B, C, and D airspace; at an airport located in Class B, C, or D airspace; and to, from, through, or at an airport having an operational control tower must receive and log ground and flight training from an authorized instructor on the aeronautical knowledge areas listed in § [61.94\(a\)](#) and have received a logbook endorsement in accordance with § 61.94(b). The ground and flight training for the specific Class B, C, or D airspace must be within the 90-calendar-day period preceding the date of the flight in that airspace. The ground and flight training for the specific airport located in Class B, C, or D airspace must be within the 90-calendar-day period preceding the date of the flight at that airport.
- 20.11 Solo Flight in Class B Airspace.** A student pilot may not operate an aircraft on a solo flight in Class B airspace unless the student pilot has received both ground and flight training from an authorized instructor on the Class B airspace area, and received the training in the specific Class B airspace area for which solo flight is authorized. The authorized instructor who gave the student pilot flight training has endorsed the logbook of that student pilot, the endorsement is dated within the 90-calendar-day period preceding the date of the flight in that Class B airspace area, and the logbook endorsement specifies that the student pilot has received the required ground and flight training and has been found proficient to conduct solo flight in that specific Class B airspace area. Refer to § [61.95\(a\)\(1\)–\(3\)](#).
- 20.12 Solo Flight To, From, or At an Airport Located Within Class B Airspace.** A student pilot may not operate an aircraft on a solo flight to, from, or at an airport located within

Class B airspace unless the student pilot has received both ground and flight training from an instructor authorized to provide training to operate at that airport, and the flight training was received at the specific airport for which solo flight is authorized. The authorized instructor who gave the student pilot flight training has endorsed the logbook of that student pilot, the endorsement is dated within the 90-calendar-day period preceding the date of the flight at that airport, and the logbook endorsement specifies that the student pilot has received the required ground and flight training and has been found proficient to conduct solo flight operations at that specific airport. Refer to § 61.95(b)(1)–(3).

20.13 Emergency Action. Unless there is an emergency, no student may make a solo flight landing at any point other than the airports allowed by the endorsements provided by the instructor in accordance with § 61.93.

21 SPORT PILOT CERTIFICATION. Specific aeronautical knowledge, flight proficiency, aeronautical experience, and endorsement requirements for the sport pilot certificate are located in part 61 subpart **J**.

1. An applicant for a sport pilot certificate must possess at least a valid student pilot certificate.
2. The flight instructor is given discretion in developing a training program to meet the requirements of § [61.309](#). The rule provides the specific minimum aeronautical knowledge requirements that the training program must meet.
3. A sport pilot certificate is issued without a specific category or class listed. A logbook endorsement is required for each category and class of LSA a sport pilot is qualified to fly.
4. The FAA has established a list of LSA, which is available at https://www.faa.gov/sites/faa.gov/files/aircraft/gen_av/light_sport/ExistingModels.pdf.
5. An authorized flight instructor must supervise the training and experience required in obtaining additional sport pilot privileges. Additional training requirements and endorsements are established for the following additional privileges:
 - Additional category or class of LSA (§ 61.321).
 - To operate an LSA in Class B, C, or D airspace; at an airport located in Class B, C, or D airspace; or to, from, through, or at an airport having an operational control tower (§ [61.325](#)).
 - If you hold a sport pilot certificate and you seek to operate an LSA that is an airplane with a maximum speed in level flight with maximum continuous power (V_H) less than or equal to 87 Knots Calibrated Airspeed (KCAS). Refer to § [61.327\(a\)](#).
 - If you hold a sport pilot certificate and you seek to operate an LSA that has a V_H greater than 87 KCAS. Refer to § 61.327(b).
6. Any pilot exercising sport pilot privileges in an aircraft for which the pilot does not hold category or class privileges on a higher-level pilot certificate, does not hold the

appropriate medical certificate, or is seeking sport pilot privileges must understand and comply with all sport pilot privileges and limitations, particularly the applicable operating limits and endorsement requirements in part 61 subpart J. Section [61.303](#) establishes which operating limits and endorsement requirements apply to the operation of an LSA, depending on the type of certificate or rating a pilot holds and the medical eligibility requirements the pilot meets. For example, a pilot holds a recreational pilot certificate, but not a medical certificate, and wishes to exercise sport pilot privileges. The pilot must comply with cross-country requirements in [§ 61.101\(c\)](#) even if the flight does not exceed 50 NM from the departure airport. Refer to [§ 61.303](#). The pilot must also comply with the additional training requirements and endorsements established in item 3 above.

7. Each pilot exercising sport pilot privileges must carry their logbook and other evidence of the required endorsements from an authorized instructor on each flight. Other evidence of the required endorsements from an authorized instructor may be a preprinted card or record that includes the endorsements. Refer to [§ 61.51\(i\)\(3\)](#).
8. A recreational pilot or higher, when exercising sport pilot privileges, is required to have an endorsement for only the category and/or class of LSA for which they are not authorized to act as PIC. A sport pilot is required to have an endorsement for the category and class aircraft in which they are authorized to act as PIC.

22 RECREATIONAL PILOT CERTIFICATION. Specific aeronautical knowledge, flight proficiency, aeronautical experience, and endorsement requirements for the recreational pilot certificate are located in part 61 subpart [D](#).

1. Section 61.101 contains all limitations that pertain to the recreational pilot certificate and outlines procedures for obtaining additional certificates or ratings. An authorized flight instructor must supervise the training and experience required in furtherance of a higher level of certificate. Each flight conducted by the recreational pilot under those provisions must be authorized by the flight instructor's endorsement in the recreational pilot's logbook.
2. Recreational pilots may act as PIC on a flight that is in Class B, C, and D airspace; at an airport located in Class B, C, or D airspace; and to, from, through, or at an airport having an operational control tower after having received the required training and endorsement in accordance with [§ 61.101\(d\)](#). Recreational pilots must have their logbook in their personal possession during flight in accordance with [§ 61.101\(d\)\(3\)](#).
3. Recreational pilots who want to fly beyond 50 NM from the departure airport where they received training must receive additional ground and flight training on the private pilot cross-country training requirements of part 61 subpart [E](#), must be found proficient in cross-country flying, and must receive an instructor endorsement in accordance with [§ 61.101\(c\)](#). Recreational pilots must have their logbook in their personal possession when operating an aircraft in accordance with [§ 61.101\(c\)\(3\)](#).

23 PRIVATE PILOT CERTIFICATION. Specific aeronautical knowledge, flight proficiency, aeronautical experience, and logbook endorsement requirements for the Private Pilot Certificate are located in part 61 subpart [E](#).

1. An applicant for a Private Pilot Certificate must possess at least a valid student pilot certificate, sport pilot certificate, or a recreational pilot certificate.
2. The flight instructor is given discretion in developing a flight training program to meet the requirements of part 61 subpart E. The rule provides the specific minimum aeronautical knowledge, flight proficiency, and aeronautical experience requirements that the training program must meet.
3. Applicants must meet night experience requirements regardless of medical qualification considerations. Section [61.110](#) lists the only exception.
4. Private pilot airplane and powered-lift applicants must also accomplish 3 hours of flight training on the control and maneuvering of the aircraft solely by reference to instruments in the category and class of aircraft. The 3 hours of flight training do not have to be conducted by a CFI - instrument (CFII).
5. Except in accordance with § 61.110, a person who does not meet the night flying requirements in a gyroplane, PPC, or weight-shift-control aircraft (§ [61.109\(d\)\(2\)](#), (i)(2), or (j)(2)) may be issued a Private Pilot Certificate with the limitation “Night Flying Prohibited.” This limitation may only be removed by an authorized examiner or FAA ASI if the pilot complies with the requirements of § 61.109(d)(2), (i)(2), or (j)(2), as appropriate.
6. Private pilots and applicants seeking a Private Pilot Certificate must understand and comply with all private pilot privileges and limitations, including compensation or hire and expense sharing, in accordance with §§ 61.113–[61.117](#).

24 COMMERCIAL PILOT CERTIFICATION. Specific aeronautical knowledge, flight proficiency, aeronautical experience, and endorsement requirements for the Commercial Pilot Certificate are located in part 61 subpart [F](#).

1. An applicant for a Commercial Pilot Certificate must hold at least a Private Pilot Certificate issued under part 61. This may be a standard U.S. pilot certificate or a § [61.75](#) pilot certificate that is based on a foreign pilot license or meets the requirements of § [61.73](#). The person may be able to apply for a Commercial Pilot Certificate by being able to meet the requirements of § 61.73 (i.e., able to qualify for the Commercial Pilot Certificate under the special rules for military pilots or former military pilots). If a person is basing application for a Commercial Pilot Certificate on a § 61.75 pilot certificate, the authenticity of the foreign pilot license must be verified through the person’s foreign Civil Aviation Authority (CAA).
2. If an applicant for a Commercial Pilot Certificate with an airplane or powered-lift category rating does not hold or concurrently obtain the appropriate instrument rating, a limitation will be added to the applicant’s Commercial Pilot Certificate in accordance with § [61.133\(b\)\(1\)](#). That limitation reads, “The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited.”
3. An applicant for an initial single-engine land or sea commercial certificate must have 10 hours of training in a complex airplane, a turbine-powered airplane, or a technically advanced airplane (TAA) that meets the definition described in

§ [61.129\(j\)](#), or any combination thereof. The training must be provided in an airplane appropriate to land or sea for the rating sought. Additionally, the Administrator can make a determination for airplanes that may qualify as a TAA that otherwise do not meet the criteria as currently described in the rule. Any requests concerning TAA qualification should be forwarded to the FAA General Aviation and Commercial Division.

25 ATP CERTIFICATION. Specific aeronautical knowledge, flight proficiency, aeronautical experience, and endorsement requirements for an ATP Certificate, including a restricted privileges ATP Certificate, are located in part 61 subpart [G](#).

25.1 An Applicant for an ATP Certificate Must Possess One of the Following:

1. A Commercial Pilot Certificate and an instrument (airplane, helicopter, or powered-lift) rating issued under part 61.
2. A foreign ATP license or a foreign commercial pilot license and an instrument (airplane, helicopter, or powered-lift) rating, without geographical limitations, issued by a contracting State to the Convention on International Civil Aviation. If applying for an ATP Certificate based on holding a foreign pilot license and ratings, the authenticity of that foreign pilot license must be verified through the foreign CAA.
3. Be a military pilot or former military pilot and have met the requirements of § 61.73 that qualify the applicant for a Commercial Pilot Certificate with an instrument (airplane, helicopter, or powered-lift) rating.

25.2 Instructor Recommendation. An instructor recommendation is not required unless the applicant has failed the practical test and is retesting. Applicants for retest must comply with the appropriate retest requirements of § 61.49. In addition, the instructor must sign the applicant's FAA Form 8710-1 application for the retest.

25.3 ATP Certification Training Program (CTP) (§ [61.153\(e\)](#)). The ATP CTP is required for applicants seeking an ATP Certificate with an airplane category multiengine class rating, or an ATP Certificate issued concurrently with an airplane type rating, and is intended to prepare the applicant to operate safely in those operations which require an ATP Certificate by rule. All persons seeking an ATP Certificate with airplane category multiengine class rating are required to present a graduation certificate certifying the completion of an ATP CTP when applying for the ATP airplane multiengine class rating knowledge test.

Note: A restricted privileges ATP Certificate allows the holder to act as second in command (SIC) in 14 CFR part [121](#) operations (except flag or supplemental operations that require three or more pilots). All applicants for a restricted privileges ATP Certificate must meet the requirements of § [61.160](#) and, when applying for the ATP multiengine airplane knowledge test, they must present a graduation certificate certifying completion of an ATP CTP.

26 FLIGHT INSTRUCTORS OTHER THAN FLIGHT INSTRUCTORS WITH A SPORT PILOT RATING. Specific aeronautical knowledge, flight proficiency,

aeronautical experience, and endorsement requirements for the flight instructor certificate, other than flight instructors with a sport pilot rating, are located in part 61 subpart [H](#). To be eligible for a flight instructor certificate, an applicant must:

1. Hold a Commercial Pilot Certificate or an ATP Certificate with an aircraft category and class rating that is appropriate to the flight instructor rating sought.
2. Hold an instrument rating/instrument privileges (e.g., instrument privileges, as on an ATP Certificate the instrument privileges are conferred) on the applicant's pilot certificate, if the applicant is seeking a flight instructor certificate with an airplane category, powered-lift category, or instrument rating.
3. Have a logbook endorsement certifying that the applicant has received the required ground and flight training and has been found competent to pass the practical test. An instructor who meets the requirements of § [61.195\(h\)](#) must make the endorsement for first-time flight instructor applicants.
4. Have logged at least 15 hours as PIC in the category and class of aircraft that is appropriate to the flight instructor rating sought.

26.1 Flight Instructor Certificate With Airplane or Glider Category Ratings. In accordance with § [61.183\(i\)](#), for applicants applying for a flight instructor certificate with airplane or glider category ratings, the applicant must have received a logbook endorsement that attests to satisfactory demonstration of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures in an airplane or glider, as appropriate. This means, even if the applicant were to initially seek a flight instructor certificate with an airplane multiengine rating, the applicant would still be required to receive a logbook endorsement that attests to satisfactory demonstration of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures. However, the training would be required to be performed in an airplane, most likely a single-engine land airplane, that is not restricted from spins.

26.2 Flight Instructor Certificate With Rotorcraft Category and Helicopter Class Rating. For applicants applying for a flight instructor certificate with rotorcraft category and helicopter class rating, the applicant will be required to demonstrate touchdown autorotations. An examiner may accept, at their discretion, a logbook endorsement in lieu of demonstrating the touchdown portion of these tasks during the practical test. This logbook endorsement must be given by a current flight instructor who meets the requirements of § [61.195\(h\)\(2\)](#) with a rotorcraft category and helicopter class rating on their flight instructor certificate that provided the training and can attest to the applicant's competence in these tasks. The following areas must be trained and documented in the endorsement, as evidence of instructional knowledge relating to the elements, common errors, performance, and correction of common errors related to straight-in and 180-degree autorotations. The examiner may accept this logbook endorsement at the examiner's discretion, provided the practical test is not a retest as a result of the applicant failing the previous practical test for deficiencies in instructional knowledge pertaining to the elements, common errors, performance, or correction of common errors related to straight-in or 180-degree autorotations. In this scenario, the examiner is not authorized to accept the endorsement outlined above. The applicant must provide a helicopter

appropriate for performing autorotations if demonstration of this task is required during the retest.

27 FLIGHT INSTRUCTORS WITH A SPORT PILOT RATING. Specific aeronautical knowledge, flight proficiency, aeronautical experience, and endorsement requirements for the flight instructor certificate with a sport pilot rating are located in part 61 subpart [K](#). To be eligible for a flight instructor certificate with a sport pilot rating, an applicant must:

1. Hold at least a sport pilot certificate with a category and class ratings or privileges, as applicable, that are appropriate to the flight instructor privileges sought (§ [61.403](#)).
2. Have a logbook endorsement certifying that the applicant has met the aeronautical experience required by § [61.411](#) for the category and class privileges, as applicable, that are appropriate to the flight instructor privileges sought.
3. Have a logbook endorsement certifying that the applicant has received ground and flight training required by § [61.409](#) and has been found competent to pass the practical test. An instructor who meets the requirements of § [61.415](#) or § [61.429](#) must make the endorsement.

27.1 Requirements and Endorsements for Additional Privileges. An appropriately authorized flight instructor must supervise the training and experience required to obtain additional sport pilot flight instructor privileges. Additional training requirements and endorsements are established for the following additional privileges:

1. To provide training in an additional category or class of LSA, an applicant must meet the training requirements and endorsements required in § [61.419](#). The applicant must successfully complete a proficiency check from an authorized instructor other than the instructor who trained them and provide a completed FAA Form 8710-11 to the authorized instructor.
2. To provide training in an additional M/M of LSA, an applicant must have at least 5 hours of flight time in an M/M of LSA within the same set of aircraft in which they provide training.
3. To provide training in an LSA with a V_H less than or equal to 87 KCAS, an applicant must have the endorsement specified in § 61.327(a) or be otherwise authorized to operate an LSA with a V_H less than or equal to 87 KCAS. The training and endorsements are not required if you have logged flight time as PIC of an airplane with a V_H less than or equal to 87 KCAS prior to April 2, 2010.
4. To provide training to operate an LSA in Class B, C, and D airspace; at an airport located in Class B, C, or D airspace; and to, from, through, or at an airport having an operational control tower, an applicant must have the endorsement specified in § 61.325 or be otherwise authorized to conduct operations in this airspace.
5. To provide training in an LSA with a V_H greater than 87 KCAS, an applicant must have the endorsement specified in § 61.327(b) or be otherwise authorized to operate an LSA with a V_H greater than 87 KCAS.

6. For those flight instructors with a sport pilot rating and single-engine airplane privileges who wish to provide training on control and maneuvering an airplane solely by reference to the instruments to their students pursuing a sport pilot rating, they must receive the 3 hours of training described in § [61.412](#) and receive an endorsement from a part 61 subpart H instructor, qualifying them to provide that instruction.

27.2 Requirements for a Sport Pilot Rating With Airplane or Glider Category Privileges.

For applicants applying for a flight instructor certificate with sport pilot rating with airplane or glider category privileges, the applicant must have received a logbook endorsement that attests they are competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an airplane or glider, as appropriate, that is certificated for spins.

1. An applicant who seeks additional category and class privileges to be added to their flight instructor certificate with sport pilot rating in an airplane or glider would be required to receive the same training and logbook endorsement.
2. The applicant would be required to perform this training in a single-engine airplane or glider, preferably an LSA, that does not contain any restrictions from spins.

27.3 Pre-Solo Flight Training for Single-Place Aircraft. For single-place aircraft, pre-solo flight training must be provided in an aircraft that has two pilot stations and is of the same category and class applicable to the certificate, rating, or privilege sought.

27.4 Requirements for a Private Pilot Certificate With a PPC or Weight-Shift-Control Aircraft Rating. To provide ground or flight training for a Private Pilot Certificate with a PPC or weight-shift-control aircraft rating, an applicant must hold at least a Private Pilot Certificate with the applicable category and class rating, a flight instructor certificate with a sport pilot rating or privileges, and the applicable flight instructor category and class privileges.

27.5 Evidence of Endorsement. All flight instructors with a sport pilot rating or privileges must carry their logbook or other evidence of the required authorized instructor endorsements on all flights. Other evidence of the required authorized instructor endorsements may be a preprinted card or record that includes the endorsements. Refer to § 61.51(i)(5).

28 GOLD SEAL FLIGHT INSTRUCTOR CERTIFICATES OTHER THAN FLIGHT INSTRUCTORS WITH A SPORT PILOT RATING.

Order 8900.1, Volume 5, Chapter 2, Section 13, Issue a Gold Seal Flight Instructor Certificate, contains the specific requirements for the Gold Seal Flight Instructor Certificate other than flight instructors with a sport pilot rating. Flight instructor certificates bearing distinctive gold seals are issued to flight instructors who have maintained a high level of flight training activity and who meet special criteria. Once issued, a Gold Seal Flight Instructor Certificate will be reissued each time the instructor's certificate is reissued. Applicants for Gold Seal Flight Instructor Certificates must meet the following requirements:

1. The flight instructor must hold a Commercial Pilot Certificate with an instrument rating (glider flight instructors need not hold an instrument rating) or an ATP Certificate;
2. The flight instructor must hold a ground instructor certificate with an advanced or instrument ground instructor rating; and
3. The flight instructor must have accomplished the following within the previous 24 calendar months:
 - Trained and recommended at least 10 applicants for a practical test, and at least 80 percent of the applicants passed their tests on the first attempt;
 - Conducted at least 20 practical tests as a DPE or graduation tests as chief instructor of a part 141 approved pilot school course; or
 - A combination of the above requirements. Two practical tests conducted equal the credit given for one applicant trained and recommended for a practical test.

29 GOLD SEAL FLIGHT INSTRUCTOR CERTIFICATES WITH A SPORT PILOT RATING. Order 8900.1, Volume 5, Chapter 2, Section 12, Conduct a Title 14 CFR Part 61 Flight Instructor with a Sport Pilot Rating Initial Certification, Additional Category or Class Privilege, Establish Recent Experience, or Reinstatement of Privileges, contains specific requirements for the Gold Seal Flight Instructor Certificate with a sport pilot rating. Flight instructor certificates bearing distinctive gold seals are issued to flight instructors who have maintained a high level of flight training activity and who meet special criteria. Once issued, a Gold Seal Flight Instructor Certificate will be reissued each time the instructor's certificate is reissued. Applicants for Gold Seal Flight Instructor Certificates with a sport pilot rating must meet the following requirements:

1. The flight instructor must hold at least a sport pilot certificate;
2. The flight instructor must hold a ground instructor certificate with a basic or advanced ground instructor rating; and
3. The flight instructor must have accomplished one of the following within the previous 24 calendar months:
 - Trained and recommended at least 10 applicants for an original certificate with at least 80 percent of those applicants recommended passing the practical test on the first attempt;
 - Conducted at least 20 certification practical tests as an examiner or conducted 20 certification graduation tests as a chief flight instructor for an approved pilot school course; or
 - A combination of the above requirements. Two certification practical tests/certification graduation tests equate to one trained and recommended applicant.

30 FLIGHT INSTRUCTOR RECENT EXPERIENCE. The recent experience requirements for a flight instructor certificate are located in § 61.197. Establishing recent experience for a flight instructor certificate may be accomplished at any time as long as it is within the preceding 24 calendar months that a person wishes to exercise the privileges of the certificate.

Note: In accordance with § [61.425](#), a flight instructor with a sport pilot rating must establish recent experience in accordance with § 61.197.

30.1 Methods for Establishing Recent Experience. Flight instructor recent experience that has not lapsed may be reestablished in accordance with § 61.197(b) by one of the following options:

1. Passing a practical test for one of the ratings listed on the person's current flight instructor certificate (§ 61.197(b)(1)(i)) or passing a practical test for an additional flight instructor rating (§ 61.197(b)(1)(ii)).
2. Presenting to an ASI, AST, or authorized designee records showing that, during the preceding 24 calendar months, the flight instructor has endorsed at least 5 applicants for a practical test for a certificate or rating and at least 80 percent of all applicants passed that test on the first attempt (§ 61.197(b)(2)(i)).
3. Presenting to an ASI, AST, or authorized designee evidence of having graduated from an FAA-approved flight instructor refresher course (FIRC) within the preceding 3 calendar months (§ 61.197(b)(2)(iii)). The instructor should present their FIRC graduation certificate to an ASI or AST at the time of application.
4. Presenting to an ASI, AST, or authorized designee a record showing that, within the preceding 24 calendar months from the month of application, the flight instructor passed an official U.S. Armed Forces military instructor pilot or pilot examiner proficiency check for which the military instructor already holds a rating or in an aircraft for an additional rating (§ 61.197(b)(2)(iv)).
5. Presenting to an ASI, AST, or authorized designee a record showing that, within the preceding 24 calendar months, the flight instructor served as a company check pilot, chief flight instructor, or flight instructor in a 14 CFR part 121 or [135](#) operation, or in a position involving the regular evaluation of pilots (§ 61.197(b)(2)(ii)). The normal duties of a flight instructor are not considered pilot evaluations under § 61.197(b)(2)(ii). Order 8900.1, Volume 5, Chapter 2, Section 11, Conduct a Title 14 CFR Part 61 Flight Instructor Initial Certification, Additional Category/Class Ratings, Recent Experience Validation, and Reinstatement of Privileges, Subparagraph 5-504C, Section 61.197(b)(2)(ii) Recent Experience Requirement, provides the following examples of "a position involving the regular evaluation of pilots:"
 - A PIC of a multiple-pilot flightcrew aircraft under part 121 or 135,
 - Corporate PICs of a multiple-pilot flightcrew aircraft under 14 CFR part [91](#) subpart [K](#) (part 91K) or part [125](#),
 - U.S. military pilots who are PICs of a multiple-pilot flightcrew aircraft,

- U.S. military instructor pilots and examiners who regularly evaluate pilots, and
- FAA DPEs or Pilot Proficiency Examiners (PPE).

Note: FAA ASIs should review evidence of the instructor's employment, which should clearly show that the applicant is in a position involving the regular evaluation of pilots. ASIs also should have personal knowledge of the applicant's flight instructing capabilities and qualities before validating that person's recent experience.

6. Presenting to an ASI, AST, or authorized designee a record showing that, within the preceding 24 calendar months, the flight instructor served as a flight instructor in an FAA-sponsored Pilot Proficiency Program (WINGS) (§ 61.197(b)(2)(v)).

30.2 Validating Recent Experience by Mail. The procedure is described in Order 8900.1, Volume 5, Chapter 2, Section 11, Subparagraph 5-504E, Procedures for Validating Flight Instructor Recent Experience Via U.S. Mail. Information on the notary service required when applying by mail may be found at the U.S. Department of State (DOS) website at <https://travel.state.gov>. The instructor validating recent experience by mail should coordinate with the processing FSDO prior to mailing their documentation.

30.3 Recent Experience Period. For the purposes of meeting recent experience requirements, the FAA defines "24 calendar months" as starting from one of the following:

- The month the flight instructor certificate was issued (§ 61.197(a)(1)).
- The month the recent experience requirements were last accomplished (§ 61.197(a)(2)).
- The last month of the flight instructor's current recent experience period provided the recent experience requirements are accomplished within the 3 calendar months preceding the last month of the certificate holder's (CH) current recent experience period (§ 61.197(a)(3)).

30.3.1 Recent Experience Accomplished Prior to 3 Calendar Months From the Last Month of the Current Period. If the flight instructor satisfies the recent experience requirements more than 3 calendar months prior to the last month of their current recent experience period, the new recent experience period will be valid for 24 calendar months from the month the recent experience requirements of § 61.197 were accomplished. Additionally, if establishing recent experience by completing a FIRC, the flight instructor must present a FIRC graduation certificate to a FSDO within 3 calendar months of completion of the FIRC. The new recent experience period under § 61.197(a) must be established before the end of the flight instructor's current recent experience period. If the flight instructor completes a FIRC more than 3 calendar months prior to the last month of the current recent experience period, the new recent experience period will start 24 calendar months after the month in which the FAA Form 8710-1 is submitted to the FAA, provided the form is submitted within 3 calendar months of completion of the FIRC.

30.3.2 Determining the End of the Recent Experience Period. The following examples help explain how to determine the ending date of the flight instructor's 24-calendar-month recent experience period.

Example 1: If the last month of a flight instructor's current recent experience period is August, then that instructor must accomplish one of the flight instructor recent experience actions in the months of May, June, July, or August to retain the month of August as the last month of recent experience per § 61.197(a)(3).

Example 2: Assume a flight instructor last established recent experience requirements in August 20xx. The instructor completes a FIRC on June 1, 20xx, and presents their FIRC graduation certificate and completed FAA Form 8710-1 to a FSDO on June 1, 20xx. The flight instructor recent experience is reestablished and is valid through August 31, 20xx+2 (per § 61.197(a)(3)). The month in which the flight instructor recent experience period ends is unchanged if the instructor completes the recent experience requirement(s) within the 3 calendar months prior to the last month of the recent experience period.

Example 3: The flight instructor has a recent experience period ending on August 31, 20xx. The flight instructor completes a FIRC on January 5, 20xx, 7 calendar months before the last month of the recent experience period. The flight instructor submits FAA Form 8710-1 to validate their recent experience on April 13, 20xx, within 3 calendar months of the date of the FIRC graduation. The flight instructor's new recent experience period would end 24 calendar months from April 30, 20xx, or in other words, April 30, 20xx+2.

Example 4: The flight instructor has a recent experience period ending on August 31, 20xx. The flight instructor completes the FIRC on March 7, 20xx, and submits FAA Form 8710-1 on June 2, 20xx. This is within 3 calendar months of the date of the FIRC graduation and within 3 calendar months of the last month of the current recent experience period. In this case, the flight instructor's new recent experience period would end 24 calendar months from the date of submission, or in other words, June 30, 20xx+2. This is because the FIRC was not completed within the 3 calendar months preceding the last month of the current recent experience period, as required by § 61.197(a)(3).

Note: If you wish to retain the same month for your recent experience period each 24-calendar-month cycle, the FAA recommends that you complete the recent experience requirements and submit your FAA Form 8710-1 within the 3 calendar months prior to the month your current recent experience period ends.

30.4 **Flight Instructor Certificates With an Expiration Date.** A person who holds an unexpired flight instructor certificate issued before December 1, 2024, may renew that certificate by establishing recent experience prior to the month of expiration on that person's flight instructor certificate. After establishing recent experience, the instructor must submit FAA Form 8710-1 to an ASI, AST, or authorized designee for validation. The instructor will be issued a new flight instructor certificate without an expiration date.

30.4.1 Acceptable Documentation. The FAA received regular inquiries asking about the intent of the phrase, “or other documentation acceptable to the Administrator,” in § [61.3\(d\)](#). If a FIRC graduation certificate is used to establish recent experience, when exchanging a flight instructor certificate with an expiration date for a new flight instructor certificate without an expiration date, a copy of the FIRC graduation certificate is considered “documentation acceptable to the Administrator” until the applicant receives their permanent flight instructor certificate. Another example of other “documentation acceptable to the Administrator” is a copy of the signed and completed FAA Form 8710-1.

30.5 **Relief for U.S. Military Personnel Assigned Outside of the United States**. Relief is available for persons supporting U.S. Armed Forces operations (refer to § 61.40). FSDOs are authorized to validate the § 61.197 recent experience of an eligible flight instructor who meets the requirements of § 61.40. The eligible person must present the FSDO with the required documents along with FAA Form 8710-1.

31 **REINSTATEMENT OF FLIGHT INSTRUCTOR PRIVILEGES**. A person who fails to establish recent experience during the 24-calendar-month period may not exercise flight instructor privileges until those privileges are reinstated in accordance with § 61.199 or § [61.427](#), as applicable. If 3 calendar months or less have passed since the last month of the flight instructor’s recent experience period, the flight instructor may successfully complete an approved FIRC consisting of ground training or flight training, or a combination of both, to reinstate flight instructor privileges following validation by an ASI, AST, or authorized designee or, alternatively, by satisfactorily completing one of the methods listed below. If more than 3 calendar months have passed since the last month of the flight instructor’s recent experience period, the flight instructor must satisfactorily complete one of the methods listed below:

1. Passing a practical test, per § 61.183(h) or § [61.405\(b\)](#), for one of the aircraft ratings held on that person’s flight instructor certificate or by passing a flight instructor practical test for an additional rating. If the practical test is for a flight instructor certificate with a sport pilot rating, the examiner may only issue that rating and provide endorsements for the category and class privileges tested.
2. Military instructor pilots and pilot examiners can reinstate flight instructor privileges if they can provide a record showing that, within the preceding 6 calendar months from the date of submission of FAA Form 8710-1, the person has passed a U.S. Armed Forces instructor pilot or pilot examiner proficiency check or completed a U.S. Armed Forces instructor pilot or pilot examiner training course and received an additional aircraft rating qualification as a military instructor pilot or pilot examiner that is appropriate to the flight instructor rating sought (§ 61.199(a)(3)).

Note: Flight instructor ratings or limited flight instructor ratings on a pilot certificate are no longer valid. To reinstate flight instructor privileges, the applicant must meet all requirements for initial issuance of a flight instructor certificate, including satisfactorily completing the required knowledge and practical tests (§ 61.199(b)).

- 32 INSTRUMENT RATING.** Section [61.65](#) contains specific aeronautical knowledge, flight proficiency, aeronautical experience, and endorsement requirements for the instrument rating.
- 33 ADDITIONAL AIRCRAFT RATINGS (OTHER THAN ATP).** Specific aeronautical knowledge, flight proficiency, and endorsement requirements for an additional category, class, or type rating (for ratings other than at the ATP level) are located in § [61.63](#).
- 33.1 Category and Class Ratings.** Applicants adding a category and/or class rating to a recreational pilot certificate or higher, other than ATP, must have instructor recommendations and appropriate endorsements. An applicant for other than an ATP Certificate with airplane category multiengine class rating need not take an additional knowledge test, provided the person holds an airplane, powered-lift, rotorcraft, PPC, weight-shift-control aircraft, or airship rating at or above the pilot certificate level sought. An applicant must pass the required practical test appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought. Additionally, applicants must comply with the requirements of § 61.63, as noted below:
- 33.1.1 Category Ratings.** Applicants must receive the training and have the aeronautical experience required by part 61 that applies to the pilot certificate level for the category and, if applicable, class rating sought.
- 33.1.2 Class Ratings.** Applicants must be found competent in the knowledge areas and proficient in the Areas of Operation for the class rating sought.
- 33.1.3 Type Ratings.** Applicants must have the required training, logbook, or training record endorsements, and pass the required practical test in accordance with the ATP/type rating ACS or PTS, as appropriate. Refer to § 61.63(d).
- 33.2 Experimental Category and Class Rating—§ [61.31\(l\)\(2\)\(iii\)\(B\)](#) for the Carriage of Passengers.** An applicant holding at least a recreational pilot certificate may apply for the issuance of a category and class rating limited to a specific M/M of experimental aircraft in accordance with the provisions of § 61.63(h), with the limitation “Authorized Experimental Aircraft: [Category] and [Class] rating [Make] and [Model].” The applicant is required to receive a logbook endorsement from an authorized flight instructor who has determined that the applicant is proficient to act as PIC of the same category, class, and M/M of experimental aircraft for which the application was made. The 5 hours of flight experience must have been logged between September 1, 2004, and August 31, 2005. Once the pilot complies with the provisions of § 61.63(h), that pilot may be issued the appropriate category and class rating limited to a specific M/M of experimental aircraft.
- 33.3 Tailwheel Endorsement.** Section 61.31(i) prescribes additional training required for operating tailwheel airplanes. Some tailwheel airplanes have different configurations, such as wheels, floats, or skis. If a pilot is going to act as a PIC of an aircraft configured (equipped) with main wheels and a tailwheel, the pilot must have the training and endorsement. If the aircraft has skis or floats in place of the wheeled landing gear, the training cannot be accomplished and thus the endorsement is not required. The training

and endorsement required by the regulation must be done when the aircraft has a tailwheel in the wheeled landing gear configuration. Refer to § 61.31(i)(2) for an exception to the training and endorsement requirement.

34 ADDITIONAL CATEGORY/CLASS RATINGS AT THE ATP CERTIFICATION LEVEL.

- 34.1** Specific requirements for an additional category, class, or type rating (at the ATP certification level) are located in § [61.165](#).
- 34.2** An instructor recommendation is not required, unless the applicant has failed the practical test and this is a retest (per § 61.49). Applicants for retest must comply with the appropriate retest requirements of § 61.49. In addition, the instructor must sign the applicant's FAA Form 8710-1 application for the retest. If seeking to add an airplane category and multiengine class rating to an ATP Certificate, the applicant must complete an approved ATP CTP in accordance with § 61.156 prior to taking the required knowledge test.
- 34.3** An applicant holding an ATP Certificate may apply for the issuance of an appropriate type rating, if one has been established, and experimental aircraft authorization, by M/M, on the applicant's pilot certificate or a temporary Letter of Authorization (LOA) issued by the Flight Standards Operations inspector, as appropriate. The applicant may complete the appropriate aircraft type rating practical test in the subject aircraft. An applicant may also qualify for an additional aircraft category and class rating on their pilot certificate for an aircraft issued an experimental certificate in accordance with the provisions of § 61.165(g). If the applicant is unable to meet the requirements of § 61.165(g), the applicant may apply in accordance with § 61.165(a)–(f), as applicable.
- 35 OTHER INSTRUCTOR ENDORSEMENTS.** Specific requirements for knowledge, aeronautical experience, and, as appropriate, testing for the complex airplane, high-performance airplane, tailwheel airplane, pressurized aircraft capable of operating at high altitudes, and type specific training are found in § 61.31.
- 36 GROUND INSTRUCTOR CERTIFICATION.** The applicability, eligibility, privileges, and recency requirements for the ground instructor certificate are located in part 61 subpart [I](#).
- 37 AUTHORIZED INSTRUCTORS.** Section [61.1](#) defines an “authorized instructor” as:
1. A person who holds a ground instructor certificate issued under part 61 and is in compliance with § [61.217](#) when conducting ground training in accordance with the privileges and limitations of their ground instructor certificate;
 2. A person who holds a flight instructor certificate issued under part 61 and is in compliance with § 61.197 when conducting ground training or flight training in accordance with the privileges and limitations of their flight instructor certificate; or

3. A person authorized by the Administrator to provide ground training or flight training under 14 CFR part 61, 121, 135, or [142](#) when conducting ground training or flight training in accordance with that authority.

38 ADDITIONAL TRAINING FOR GLIDERS. Specific training and authorization requirements for ground-tow, aerotow, and self-launch procedures for gliders are located in § 61.31(j).

38.1 Ground-Tow Procedures. Pilots who desire to act as PIC of a glider using ground-tow procedures must have satisfactorily accomplished ground and flight training on ground-tow procedures and operations. The pilot must have received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in ground-tow procedures and operations. Refer to § 61.31(j)(1)(i).

38.2 Aerotow Procedures. Pilots who desire to act as PIC of a glider using aerotow procedures must have satisfactorily accomplished ground and flight training on aerotow procedures and operations. The pilot must have received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in aerotow procedures and operations. Refer to § 61.31(j)(1)(ii).

38.3 Self-Launch Procedures. Pilots who desire to act as PIC of a glider using self-launch procedures must have satisfactorily accomplished ground and flight training on self-launch procedures and operations. The pilot must have received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in self-launch procedures and operations. Refer to § 61.31(j)(1)(iii).

38.4 Glider Ratings Issued Prior to August 4, 1997. In accordance with § 61.31(j)(2), the holder of a glider rating issued prior to August 4, 1997, is considered to be in compliance with the training and logbook endorsement requirements of § 61.31(j) for the specific operating privilege for which the holder is already qualified.

38.5 Weight-Shift-Control Aircraft Certification Prior to September 1, 2004. Prior to September 1, 2004, some weight-shift-control aircraft had been issued an experimental certificate in the glider category. In these cases only, initial pilot certification for the issuance of at least a Private Pilot Certificate with a glider rating limited to weight-shift-control or glider-trike privileges was authorized. After September 1, 2004, issuance of at least a Private Pilot Certificate with a glider rating limited to weight-shift-control or glider-trike privileges is no longer authorized, nor necessary, now that there are established training and certification requirements for weight-shift-control category aircraft under part 61.

38.6 Weight-Shift-Control Aircraft Certification After January 15, 2005. Effective January 15, 2005, airmen who conducted their initial pilot certification in a weight-shift-control aircraft that was certificated as an experimental aircraft in the glider category and received a Private Pilot Certificate or higher with a glider rating limited to weight-shift-control or glider-trike privileges can apply using FAA Form 8710-11 at a

FSDO for a weight-shift-control category and/or class rating to be added to their airman certificate with no further showing of competency.

- 39 ENHANCED FLIGHT VISION SYSTEM (EFVS).** There are two types of EFVS operations: EFVS operations to 100 feet above the touchdown zone elevation (TDZE) and EFVS operations to touchdown and rollout. An EFVS is an installed aircraft system which uses an electronic means to provide a display of the forward external scene topography (the natural or manmade features of a place or region, especially in a way to show their relative positions and elevation) through the use of imaging sensors, including, but not limited to, forward-looking infrared, millimeter wave radiometry, millimeter wave radar, or low-light level image intensification. An EFVS includes the display element, sensors, computers and power supplies, indications, and controls. EFVS operations to 100 feet above the TDZE were enabled through [69 FR 1620](#), Enhanced Flight Vision Systems, published in 2004. In 2016, the FAA amended the EFVS regulations to also permit EFVS operations to touchdown and rollout. Additionally, [81 FR 90126](#), Revisions to Operational Requirements for the Use of Enhanced Flight Vision Systems (EFVS) and to Pilot Compartment View Requirements for Vision Systems, published in 2016, established minimum ground and flight training requirements for pilots conducting EFVS operations. The operating requirements for EFVS operations can be found in part 91, § [91.176](#), and the minimum ground and flight training requirements for EFVS operations can be found in § [61.66](#). Operational and training guidance for EFVS operations can be found in AC [90-106](#), Enhanced Flight Vision System Operations. Recommended endorsements for the training are contained in Appendix [A](#), Sample Endorsements.
- 40 AC FEEDBACK FORM.** For your convenience, the AC Feedback Form is the last page of this AC. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this AC on the Feedback Form.

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SAMPLE ENDORSEMENTS

The following examples are recommended sample endorsements for use by authorized instructors when endorsing logbooks, or other means found acceptable to the Administrator for airmen applying for a knowledge or practical test, or when certifying accomplishment of requirements for pilot operating privileges. Each endorsement must be legible and include the instructor's signature, date of signature, certificated flight instructor (CFI) or certificated ground instructor certificate number, and flight instructor recent experience (RE) end date or certificate expiration date, as applicable. Signature lines are no longer shown for a sample endorsement except for endorsements that someone other than a flight instructor or a ground instructor would make.

For a flight instructor certificate without an expiration date:

[date] /s/ J. J. Jones 987654321CFI RE 12-31-2026

For a flight instructor certificate with an expiration date:

[date] /s/ J. J. Jones 987654321CFI Exp. 01-31-2025

For a ground instructor:

[date] /s/ J. J. Jones 987654321

PREREQUISITES FOR THE PRACTICAL TEST ENDORSEMENT**A.1 Prerequisites for practical test: § [61.39\(a\)\(6\)\(i\)](#) and (ii).**

I certify that [First name, MI, Last name] has received and logged training time within 2 calendar months preceding the month of application in preparation for the practical test and they are prepared for the required practical test for the issuance of [applicable] certificate.

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

I certify that [First name, MI, Last name] has demonstrated satisfactory knowledge of the subject areas in which they were deficient on the [applicable] airman knowledge test.

STUDENT PILOT ENDORSEMENTS**A.3 Pre-solo aeronautical knowledge: § [61.87\(b\)](#).**

I certify that [First name, MI, Last name] has satisfactorily completed the pre-solo knowledge test of § [61.87\(b\)](#) for the [make and model (M/M)] aircraft.

A.4 Pre-solo flight training: § 61.87(c)(1) and (2).

I certify that [First name, MI, Last name] has received and logged pre-solo flight training for the maneuvers and procedures that are appropriate to the [M/M] aircraft. I have determined they have demonstrated satisfactory proficiency and safety on the maneuvers and procedures required by § 61.87 in this or similar make and model of aircraft to be flown.

A.5 Pre-solo flight training at night: § 61.87(o). Flight training must be received within the 90-calendar-day period preceding the date of the flight.

I certify that [First name, MI, Last name] has received flight training at night on night flying procedures that include takeoffs, approaches, landings, and go-arounds at night at the [airport name] airport where the solo flight will be conducted; navigation training at night in the vicinity of the [airport name] airport where the solo flight will be conducted. This endorsement expires 90 calendar days from the date the flight training at night was received.

A.6 Solo flight (first 90-calendar-day period): § 61.87(n).

I certify that [First name, MI, Last name] has received the required training to qualify for solo flying. I have determined they meet the applicable requirements of § 61.87(n) and are proficient to make solo flights in [M/M].

A.7 Solo flight (each additional 90-calendar-day period): § 61.87(p).

I certify that [First name, MI, Last name] has received the required training to qualify for solo flying. I have determined that they meet the applicable requirements of § 61.87(p) and are proficient to make solo flights in [M/M].

**A.8 Solo takeoffs and landings at another airport within 25 nautical miles (NM):
[§ 61.93\(b\)\(1\)](#).**

I certify that [First name, MI, Last name] has received the required training of § 61.93(b)(1). I have determined that they are proficient to practice solo takeoffs and landings at [airport name]. The takeoffs and landings at [airport name] are subject to the following conditions: [List any applicable conditions or limitations.]

A.9 Solo cross-country flight: § 61.93(c)(1) and (2).

I certify that [First name, MI, Last name] has received the required solo cross-country training. I find they have met the applicable requirements of § 61.93 and are proficient to make solo cross-country flights in a [M/M] aircraft, [aircraft category].

A.10 Solo cross-country flight: § 61.93(c)(3).

I have reviewed the cross-country planning of [First name, MI, Last name]. I find the planning and preparation to be correct to make the solo flight from [origination airport] to

[origination airport] via [route of flight] with landings at [names of the airports] in a [M/M] aircraft on [date]. [List any applicable conditions or limitations.]

A.11 Repeated solo cross-country flights not more than 50 NM from the point of departure: § 61.93(b)(2).

I certify that [First name, MI, Last name] has received the required training in both directions between and at both [airport names]. I have determined that they are proficient of § 61.93(b)(2) to conduct repeated solo cross-country flights over that route, subject to the following conditions: [List any applicable conditions or limitations.]

A.12 Solo flight in Class B airspace: § [61.95\(a\)](#).

I certify that [First name, MI, Last name] has received the required training of § 61.95(a). I have determined they are proficient to conduct solo flights in [name of Class B] airspace. [List any applicable conditions or limitations.]

A.13 Solo flight to, from, or at an airport located in Class B airspace: § 61.95(b) and § [91.131\(b\)\(1\)](#).

I certify that [First name, MI, Last name] has received the required training of § 61.95(b)(1). I have determined that they are proficient to conduct solo flight operations at [name of airport]. [List any applicable conditions or limitations.]

A.14 Endorsement of U.S. citizenship recommended by the Transportation Security Administration (TSA): Title 49 of the Code of Federal Regulations (49 CFR) part [1552](#), § [1552.15\(c\)](#). The flight instructor must keep a copy of the documents used to provide proof of citizenship for 5 years or make the following endorsement in the student's logbook and the instructor's logbook or other record used to record flight student endorsements with the following:

I certify that [First name, MI, Last name] has presented me a [type of document presented, such as a U.S. birth certificate or U.S. passport, and the relevant control or sequential number on the document, if any] establishing that they are a U.S. citizen or national in accordance with 49 CFR § 1552.15(c).

**ADDITIONAL STUDENT PILOT ENDORSEMENTS FOR STUDENTS SEEKING
SPORT OR RECREATIONAL PILOT CERTIFICATES**

A.15 Solo flight in Class B, C, and D airspace: § [61.94\(a\)](#).

I certify that [First name, MI, Last name] has received the required training of § 61.94(a). I have determined they are proficient to conduct solo flights in [name of Class B, C, or D] airspace and authorized to operate to, from, through, and at [name of airport]. [List any applicable conditions or limitations.]

A.16 Solo flight to, from, or at an airport located in Class B, C, or D airspace or at an airport having an operational control tower: §§ 61.94(a) and 91.131(b)(1).

I certify that [First name, MI, Last name] has received the required training of § 61.94(a)(1). I have determined that they are proficient to conduct solo flight operations at [name of airport located in Class B, C, or D airspace or an airport having an operational control tower]. [List any applicable conditions or limitations.]

SPORT PILOT ENDORSEMENTS**A.17 Aeronautical knowledge test: §§ [61.35\(a\)\(1\)](#) and [61.309](#).**

I certify that [First name, MI, Last name] has received the required aeronautical knowledge training of § 61.309. I have determined that they are prepared for the [name of] knowledge test.

A.18 Taking flight proficiency check for different category or class of aircraft: §§ 61.309 and [61.311](#).

I certify that [First name, MI, Last name] has received the required training required in accordance with §§ 61.309 and 61.311 and have determined that they are prepared for the [name of] proficiency check.

A.19 Passing flight proficiency check for different category or class of aircraft: §§ 61.309 and [61.311](#).

I certify that [First name, MI, Last name] has met the requirements of §§ 61.309 and 61.311, and I have determined them proficient to act as pilot in command of [category and class of] light-sport aircraft.

A.20 Taking sport pilot practical test: §§ 61.309, 61.311, and [61.313](#).

I certify that [First name, MI, Last name] has received the training required in accordance with §§ 61.309 and 61.311 and met the aeronautical experience requirements of § 61.313. I have determined that they are prepared for the [type of] practical test.

Note: The endorsement for a practical test is required in addition to the § 61.39 endorsements provided in endorsements 1 and 2 (see paragraphs [A.1](#) and [A.2](#)).

A.21 Passing a sport pilot practical test: §§ 61.309, 61.311, and 61.313. This endorsement is required by § [61.317](#) and is issued by a Sport Pilot Examiner (SPE).

I certify that [First name, MI, Last name] has met the requirements of §§ 61.309, 61.311, and 61.313, and I have determined them proficient to act as pilot in command of [category and class of] light-sport aircraft.

/s/ [date] S. P. Examiner 987654321 RE 12-31-2026

A.22 Class B, C, or D airspace; at an airport located in Class B, C, or D airspace; or to, from, through, or at an airport having an operational control tower: § [61.325](#).

I certify that [First name, MI, Last name] has received the required training of § 61.325. I have determined they are proficient to conduct operations in Class B, C, or D airspace; at an airport located in Class B, C, or D airspace; or to, from, through, or at an airport having an operational control tower.

A.23 Light-sport aircraft (LSA) that has a maximum speed in level flight with maximum continuous power (V_H) less than or equal to 87 Knots Calibrated Airspeed (KCAS): § [61.327](#).

I certify that [First name, MI, Last name] has received the required training required in accordance with § 61.327(a) in a [M/M] aircraft. I have determined them proficient to act as pilot in command of a light-sport aircraft that has a V_H less than or equal to 87 KCAS.

A.24 LSA that has a V_H greater than 87 KCAS: § 61.327.

I certify that [First name, MI, Last name] has received the required training required in accordance with § 61.327(b) in a [M/M] aircraft. I have determined them proficient to act as pilot in command of a light-sport aircraft that has a V_H greater than 87 KCAS.

RECREATIONAL PILOT ENDORSEMENTS

A.25 Aeronautical knowledge test: §§ 61.35(a)(1), [61.96\(b\)\(3\)](#), and [61.97\(b\)](#).

I certify that [First name, MI, Last name] has received the required training of § 61.97(b). I have determined that they are prepared for the [name of] knowledge test.

A.26 Flight proficiency/practical test: §§ 61.96(b)(5), [61.98\(a\)](#) and (b), and [61.99](#). The endorsement for a practical test is required in addition to the § 61.39 endorsements provided in paragraphs [A.1](#) and [A.2](#).

I certify that [First name, MI, Last name] has received the required training of §§ 61.98(b) and 61.99. I have determined that they are prepared for the [name of] practical test.

A.27 Recreational pilot to operate within 50 NM of the airport where training was received: § [61.101\(b\)](#).

I certify that [First name, MI, Last name] has received the required training of § 61.101(b). I have determined that they are competent to operate at the [name of airport].

A.28 Recreational pilot to act as pilot in command (PIC) on a flight that exceeds 50 NM of the departure airport: § 61.101(c).

I certify that [First name, MI, Last name] has received the required cross-country training of § 61.101(c). I have determined that they are proficient in cross-country flying of part 61 subpart [E](#).

A.29 Recreational pilot with less than 400 flight hours and no logged PIC time within the preceding 180 calendar days: § 61.101(g).

I certify that [First name, MI, Last name] has received the required 180-day recurrent training of § 61.101(g) in a [M/M] aircraft. I have determined them proficient to act as pilot in command of that aircraft.

A.30 Recreational pilot to conduct solo flights for the purpose of obtaining an additional certificate or rating while under the supervision of an authorized flight instructor: § 61.101(j).

I certify that [First name, MI, Last name] has received the required training of § 61.87 in a [M/M] aircraft. I have determined they are prepared to conduct a solo flight on [date] under the following conditions: [List all conditions which require endorsement (e.g., flight which requires communication with air traffic control (ATC), flight in an aircraft for which the pilot does not hold a category/class rating, etc.).]

A.31 Class B, C, or D airspace; at an airport located in Class B, C, or D airspace; or to, from, through, or at an airport having an operational control tower: § 61.101(d).

I certify that [First name, MI, Last name] has received the required training of § 61.101(d). I have determined they are proficient to conduct operations in Class B, C, or D airspace; at an airport located in Class B, C, or D airspace; or to, from, through, or at an airport having an operational control tower.

PRIVATE PILOT ENDORSEMENTS

A.32 Aeronautical knowledge test: §§ 61.35(a)(1), [61.103\(d\)](#), and [61.105](#).

I certify that [First name, MI, Last name] has received the required training in accordance with § 61.105. I have determined they are prepared for the [name of] knowledge test.

A.33 Flight proficiency/practical test: §§ 61.103(f), [61.107\(b\)](#), and [61.109](#). The endorsement for a practical test is required in addition to the § 61.39 endorsements provided in paragraphs [A.1](#) and [A.2](#).

I certify that [First name, MI, Last name] has received the required training in accordance with §§ 61.107 and 61.109. I have determined they are prepared for the [name of] practical test.

COMMERCIAL PILOT ENDORSEMENTS**A.34 Aeronautical knowledge test: §§ 61.35(a)(1), [61.123\(c\)](#), and [61.125](#).**

I certify that [First name, MI, Last name] has received the required training of § 61.125. I have determined that they are prepared for the [name of] knowledge test.

A.35 Flight proficiency/practical test: §§ 61.123(e), [61.127](#), and [61.129](#). The endorsement for a practical test is required in addition to the § 61.39 endorsements provided in paragraphs [A.1](#) and [A.2](#).

I certify that [First name, MI, Last name] has received the required training of §§ 61.127 and 61.129. I have determined that they are prepared for the [name of] practical test.

AIRLINE TRANSPORT PILOT (ATP) ENDORSEMENTS**A.36 Restricted privileges ATP Certificate, Airplane Multiengine Land (AMEL) rating: § [61.160](#).** This certifying statement can only be provided by an authorized institution of higher education in accordance with its Letter of Authorization (LOA). Refer to AC [61-139](#), Institution of Higher Education's Application for Authority to Certify its Graduates for an Airline Transport Pilot Certificate with Reduced Aeronautical Experience.

The [insert institution's name] certifies that the recipient of this degree has successfully completed all of the aviation coursework requirements of § 61.160[(b), (c), or (d)] and therefore meets the academic eligibility requirements of § 61.160[(b), (c), or (d)].

A.37 ATP Certification Training Program (CTP): § [61.153\(e\)](#). This endorsement is only provided by an approved training provider of an ATP CTP and is found on the graduation certificate a pilot receives following completion of that training in accordance with § [61.156](#). Refer to AC [61-138](#), Airline Transport Pilot Certification Training Program.

The applicant named above has successfully completed the Airline Transport Pilot Certification Training Program as required by § 61.156, and therefore has met the prerequisite required by § 61.35(a)(2) for the Airline Transport Pilot Multiengine Airplane Knowledge Test.

INSTRUMENT RATING ENDORSEMENTS**A.38 Aeronautical knowledge test: §§ 61.35(a)(1) and [61.65\(a\)](#) and (b).**

I certify that [First name, MI, Last name] has received the required training of § 61.65(b). I have determined that they are prepared for the Instrument-[airplane, helicopter, or powered-lift] knowledge test.

A.39 Flight proficiency/practical test: § 61.65(a)(6).

I certify that [First name, MI, Last name] has received the required training of § 61.65(c) and (d). I have determined they are prepared for the Instrument–[airplane, helicopter, or powered-lift] practical test.

A.40 Prerequisites for instrument practical tests: § 61.39(a).

I certify that [First name, MI, Last name] has received and logged the required flight time/training of § 61.39(a) in preparation for the practical test within 2 calendar months preceding the date of the test and has satisfactory knowledge of the subject areas in which they were shown to be deficient by the FAA Airman Knowledge Test Report. I have determined they are prepared for the Instrument–[airplane, helicopter, or powered-lift] practical test.

FLIGHT INSTRUCTOR (OTHER THAN FLIGHT INSTRUCTORS WITH A SPORT PILOT RATING) ENDORSEMENTS**A.41 Fundamentals of instructing knowledge test: § [61.183\(d\)](#).**

I certify that [First name, MI, Last name] has received the required fundamentals of instruction training of § [61.185\(a\)\(1\)](#). I have determined that they are prepared for the Fundamentals of Instructing knowledge test.

A.42 Flight instructor aeronautical knowledge test: § 61.183(f).

I certify that [First name, MI, Last name] has received the required training of § 61.185(a)[(2) or (3) (as appropriate to the flight instructor rating sought)]. I have determined that they are prepared for the [name of] knowledge test.

A.43 Flight instructor ground and flight proficiency/practical test: § 61.183(g).

I certify that [First name, MI, Last name] has received the required training of § [61.187\(b\)](#). I have determined that they are prepared for the CFI – [aircraft category and class] practical test.

Note: The endorsement for a practical test is required in addition to the § 61.39 endorsements provided in endorsements 1 and 2 (see paragraphs [A.1](#) and [A.2](#)).

A.44 Flight instructor certificate with instrument–(category/class) rating/practical test: §§ 61.183(g) and 61.187(a) and (b)(7). The endorsement for a practical test is required in addition to the § 61.39 endorsements provided in endorsements 1 and 2 (see paragraphs A.1 and A.2).

I certify that [First name, MI, Last name] has received the required certificated flight instructor - instrument training of § 61.187(b)(7). I have determined they are prepared for

the certificated flight instructor - instrument—[airplane, helicopter, or powered-lift] practical test.

- A.45 Spin training: § 61.183(i)(1).** The spin training endorsement is only required of flight instructor airplane and flight instructor glider applicants.

I certify that [First name, MI, Last name] has received the required training of § 61.183(i) in [an airplane, a glider]. I have determined that they are competent and possess instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures.

- A.46 Helicopter Touchdown Autorotation: [FAA-S-8081-7](#), Flight Instructor Practical Test Standards for Rotorcraft Category Gyroplane Rating.**

I certify that [First name, MI, Last name] has received training in straight-in and 180-degree autorotations to include touchdown. I have determined that they are competent in instructional knowledge relating to the elements, common errors, performance, and correction of common errors related to straight-in and 180-degree autorotations.

FLIGHT INSTRUCTOR WITH A SPORT PILOT RATING ENDORSEMENT

- A.47 Fundamentals of instructing knowledge test: § [61.405\(a\)\(1\)](#).**

I certify that [First name, MI, Last name] has received the required training in accordance with § 61.405(a)(1). I have determined that they are prepared for the Fundamentals of Instructing knowledge test.

- A.48 Sport pilot flight instructor aeronautical knowledge test: §§ 61.35(a)(1) and 61.405(a).**

I certify that [First name, MI, Last name] has received the required training of § 61.405(a)(2). I have determined that they are prepared for the [name of the knowledge test].

- A.49 Flight instructor flight proficiency check to provide training if a different category or class of aircraft—(additional category/class): §§ [61.409](#) and [61.419](#).**

I certify that [First name, MI, Last name] has received the required training in accordance with §§ 61.409 and 61.419 and have determined that they are prepared for a proficiency check for the flight instructor with a sport pilot rating in a [aircraft category and class].

A.50 Passing the flight instructor flight proficiency check to provide training in a different category or class of aircraft—(additional category/class): §§ 61.409 and 61.419.

I certify that [First name, MI, Last name] has met the requirements in accordance with §§ 61.409 and 61.419. I have determined that they are proficient and authorized for the additional [aircraft category and class] flight instructor privilege.

A.51 Flight instructor practical test: §§ 61.409 and [61.411](#). This endorsement is required in addition to the § 61.39 endorsements provided in paragraphs [A.1](#) and [A.2](#).

I certify that [First name, MI, Last name] has received the required training of § 61.409 and met the aeronautical experience requirements of § 61.411. I have determined that they are prepared for the flight instructor with a sport pilot rating practical test in a [aircraft category and class].

/s/ [date] S. P. Examiner 987654321 RE 12-31-2026

A.52 Passing the flight instructor practical test: §§ 61.409 and 61.411. This endorsement is required by § [61.417](#) and is issued by a Designated Pilot Examiner (DPE).

I certify that [First name, MI, Last name] has met the requirements in accordance with §§ 61.409 and 61.411. I have determined that they are proficient and authorized for the [aircraft category and class] flight instructor privilege.

/s/ [date] S. P. Examiner 987654321 RE 12-31-2026

A.53 Sport pilot instructor to train sport pilots on flight by reference to instruments: § [61.412](#). This endorsement from an instructor certificated under part 61 subpart [H](#) to a flight instructor with a sport pilot rating (part 61 subpart [K](#)) authorizes the part 61 subpart K instructor to train sport pilot candidates on control and maneuvering an airplane solely by reference to the instruments.

I certify that I have given [First name, MI, Last name] 3 hours of flight training and 1 hour of ground instruction specific to providing flight training on control and maneuvering an airplane solely by reference to the instruments in accordance with § 61.412. I have determined that they are proficient and authorized to provide training on control and maneuvering an airplane solely by reference to the flight instruments to this instructor's sport pilot candidate, who intends to operate an LSA airplane with a V_H greater than 87 KCAS on a cross-country flight.

/s/ [date] Subpart H Instructor 987654321 RE 12-31-2026

A.54 Spin training: § 61.405(b)(1)(ii). This spin training endorsement is only required for flight instructor airplane and flight instructor glider applicants.

I certify that [First name, MI, Last name] has received the required training of § 61.405(b)(1)(ii). I have determined that they are competent and possess instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures.

GROUND INSTRUCTOR ENDORSEMENT

- A.55 Ground instructor who does not meet the recent experience requirements:**
§ [61.217\(d\)](#). This endorsement is issued by an authorized instructor (ground or flight) as defined in § [61.1\(b\)](#).

I certify that [First name, MI, Last name] has demonstrated knowledge in the subject areas prescribed for a [basic, advanced, instrument] ground instructor under § [61.213\(a\)\(3\)](#) and (a)(4), as appropriate.

SPECIAL FEDERAL AVIATION REGULATION (SFAR) [73](#), ROBINSON HELICOPTER COMPANY, ROBINSON R-22/R-44 SPECIAL TRAINING AND EXPERIENCE REQUIREMENTS, ENDORSEMENTS

- A.56 R-22/R-44 ground training: SFAR 73, section 2(a)(1) or (2).**

I certify that [First name, MI, Last name, Pilot Certificate No. ____] has received the ground training required by SFAR 73, section 2(a)(3)(i)–(v).

- A.57 R-22 solo endorsement: SFAR 73, section 2(b)(3).**

I certify that [First name, MI, Last name, Pilot Certificate No. ____] meets the experience requirements of SFAR 73, section 2(b)(3) and has been given training specified by SFAR 73, section 2(b)(3)(i)–(iv). They have been found proficient to solo the R-22 helicopter.

- A.58 R-22 PIC endorsement: SFAR 73, section 2(b)(1)(ii).**

I certify that [First name, MI, Last name, Pilot Certificate No. ____] has been given training specified by SFAR 73, section 2(b)(1)(ii)(A)–(D) for Robinson R-22 helicopters and is proficient to act as pilot in command. An annual flight review must be completed by [date 12 calendar months after date of this endorsement] unless the requirements of SFAR 73, section 2(b)(1)(i) are met.

- A.59 R-22 flight instructor endorsement: SFAR 73, section 2(b)(5)(iv).** This endorsement may only be issued by an FAA aviation safety inspector (ASI) or authorized designated examiner per SFAR 73, section 2(b)(5)(iv).

I certify that [First name, MI, Last name], holder of CFI Certificate No. [____], meets the experience requirements and has completed the flight training specified by SFAR 73, section 2(b)(5)(i)–(ii) and (iii)(A)–(D), and has demonstrated an ability to provide

instruction on the general subject areas of SFAR 73, section 2(a)(3) and the flight training identified in SFAR 73, section 2(b)(5)(iii) in a Robinson R-22 helicopter.

/s/ [date] J. J. Jones DPE Designation Number, Exp. 12-31-2026; or

/s/ [date] I. M. Inspector FAA Aviation Safety Inspector

A.60 Flight review in an R-22 helicopter: SFAR 73, section 2(c)(1) and (3).

I certify that [First name, MI, Last name, Pilot Certificate No. ____] has satisfactorily completed the flight review in an R-22 required by § [61.56](#) and SFAR 73, section 2(c)(1) and (3), on [date of flight review].

A.61 R-44 solo endorsement: SFAR 73, section 2(b)(4).

I certify that [First name, MI, Last name, Pilot Certificate No. ____] meets the experience requirements of SFAR 73, section 2(b)(4) and has been given training specified by SFAR 73, section 2(b)(4)(i)–(iv). They have been found proficient to solo the R-44 helicopter.

A.62 R-44 PIC endorsement: SFAR 73, section 2(b)(2)(ii).

I certify that [First name, MI, Last name, Pilot Certificate No. ____] has been given training specified by SFAR 73, section 2(b)(2)(ii)(A)–(D) for Robinson R-44 helicopters and is proficient to act as pilot in command. An annual flight review must be completed by [date 12 calendar months after date of this endorsement] unless the requirements of SFAR 73, section 2(b)(2)(i) are met.

A.63 R-44 flight instructor endorsement: SFAR 73, section 2(b)(5)(iv). This endorsement may only be issued by an FAA ASI or authorized DPE per SFAR 73, section 2(b)(5)(iv).

I certify that [First name, MI, Last name], holder of CFI Certificate No. [____], meets the experience requirements and has completed the flight training specified by SFAR 73, section 2(b)(5)(i)–(ii) and (iii)(A)–(D), and has demonstrated an ability to provide instruction on the general subject areas of SFAR 73, section 2(a)(3) and the flight training identified in SFAR 73, section 2(b)(5)(iii) in a Robinson R-44 helicopter.

/s/ [date] J. J. Jones DPE Designation Number, Exp. 12-31-2026; or

/s/ [date] I. M. Inspector FAA Aviation Safety Inspector

A.64 Flight review in an R-44 helicopter: SFAR 73, section 2(c)(2) and (3).

I certify that [First name, MI, Last name, Pilot Certificate No. ____] has satisfactorily completed the flight review in an R-44 required by § [61.56](#) and SFAR 73, section 2(c)(2) and (3), on [date of flight review].

ADDITIONAL ENDORSEMENTS

- A.65 Completion of a flight review: § 61.56(a) and (c).** No logbook entry reflecting unsatisfactory performance on a flight review is required.

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has satisfactorily completed a flight review of § 61.56(a) on [date].

- A.66 Completion of any phase of an FAA-sponsored Pilot Proficiency Program (WINGS): § 61.56(e).**

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has satisfactorily completed Level: [Basic/Advanced/Master, as appropriate], PHASE NO. [...] OF A WINGS PROGRAM ON [DATE].

- A.67 Completion of an instrument proficiency check (IPC): § [61.57\(d\)](#).** No logbook entry reflecting unsatisfactory performance on an IPC is required.

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has satisfactorily completed the instrument proficiency check of § 61.57(d) in a [M/M] aircraft on [date].

- A.68 To act as PIC 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 [M/M] complex airplane. I have determined that they are proficient in the operation and systems of a complex airplane.

- A.69 To act as PIC 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 [M/M] high-performance airplane. I have determined that they are proficient in the operation and systems of a high-performance airplane.

- A.70 To act as PIC 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 [M/M] pressurized aircraft. I have determined that they are proficient in the operation and systems of a pressurized aircraft.

- A.71 To act as PIC in a tailwheel airplane: § 61.31(i).** This endorsement may be given in a sport pilot aircraft by a sport pilot instructor or in an airplane by a flight instructor with a rating other than a sport pilot rating.

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training of § 61.31(i) in a [M/M] of tailwheel airplane. I have determined that they are proficient in the operation of a tailwheel airplane.

A.72 To act as PIC 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 a [specific category and class] of aircraft. I have determined that they are prepared to solo that [M/M] aircraft. Limitations: [optional].

A.73 Retesting after failure of a knowledge or practical test: § 61.49. In the case of a failed knowledge test, the instructor may complete the endorsement in the space provided at the bottom of the applicant's Airman Knowledge Test Report (AKTR). The instructor must sign the block provided for the instructor's recommendation on the reverse side of FAA Form [8710-1](#), Airman Certificate and/or Rating Application, for each retake of a practical test.

I certify that [First name, MI, Last name] has received the additional [flight and/or ground, as appropriate] training as required by § 61.49. I have determined that they are proficient to pass the [name of] knowledge/practical test.

A.74 Additional aircraft category or class rating (other than ATP): § 61.63(b) or (c).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training for an additional [aircraft category/class rating]. I have determined that they are prepared for the [name of] practical test for the addition of a [name of specific aircraft category/class/type] type rating.

A.75 Type rating only, already holds the appropriate category or class rating (other than ATP): § 61.63(d)(2).

I certify that [First name, MI, Last name] has received the required training of § 61.63(d)(2) for an addition of a [name of] type rating.

A.76 Type rating concurrently with an additional category or class rating (other than ATP): § 61.63(d)(2).

I certify that [First name, MI, Last name] has received the required training of § 61.63(d)(2) for an addition of a [name of specific category/class/type] type rating. I have determined that they are prepared for the [name of] practical test for the addition of a [name of specific aircraft category/class/type] type rating.

A.77 Type rating only, already holds the appropriate category or class rating (at the ATP level): § 61.157(b)(2).

I certify that [First name, MI, Last name] has received the required training of § 61.157(b)(2) for an addition of a [name of] type rating.

A.78 Type rating concurrently with an additional category or class rating (at the ATP level): § 61.157(b)(2).

I certify that [First name, MI, Last name] has received the required training of § 61.157(b)(2) for an addition of a [name of the specific category/class/type] type rating.

A.79 Launch procedures for operating a glider: § 61.31(j).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training in a glider [M/M] for [ground-tow, aerotow, self-launch] procedure. I have determined that they are proficient in [ground-tow, aerotow, self-launch] procedure.

A.80 Glider and unpowered ultralight vehicle towing experience: § 61.69(a)(5). This endorsement is made by the pilot who is qualified per § 61.69(c) and (d) and who conducted the flights. This endorsement does not have to be made by a flight instructor.

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has accomplished at least three flights in an aircraft while towing [a glider or unpowered ultralight vehicle, or while simulating towing flight procedures, as applicable].

/s/ [date] J. J. Jones 987654321

A.81 Glider and unpowered ultralight vehicle towing ground and flight: § 61.69(a)(3).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required ground and flight training in [a glider or unpowered ultralight vehicle, as applicable]. I have determined that they are proficient in the techniques and procedures essential to the safe towing of [gliders or unpowered vehicles, as applicable], including airspeed limitations, emergency procedures, signals used, and maximum angles of bank.

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 they are prepared for the [name of] knowledge test.

Note: This endorsement cannot be used for the ATP Airplane Multiengine Knowledge Test.

A.83 Experimental aircraft only—additional aircraft category or class rating (other than ATP): § 61.63(h).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], as required by § 61.63(h), is proficient to act as pilot in command in a [category, class, make, and model] of experimental aircraft and has logged at least 5 hours flight time logged between September 1, 2004, and August 31, 2005, while acting as pilot in command in [aircraft category/class rating and M/M] that has been issued an experimental certificate.

A.84 Experimental aircraft only—additional aircraft category or class rating ATP: § 61.65(g).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], as required by § 61.65(g) is proficient to act as pilot in command in a [category, class, make, and model] of experimental aircraft and has logged at least 5 hours flight time logged between September 1, 2004, and August 31, 2005, while acting as pilot in command in [aircraft category/class rating and M/M] that has been issued an experimental certificate.

A.85 Aeronautical experience credit—ultralight vehicles: § [61.52](#).

I certify that I have reviewed the records of [First name, MI, Last name], as required by § 61.52(c). I have determined that they may use [number of hours] aeronautical experience obtained in an ultralight vehicle to meet the requirements for [certificate/rating/privilege].

NIGHT VISION GOGGLES OPERATIONS (NVGO)**A.86 Endorsement required for ground training to act as PIC of an aircraft using night vision goggles (NVG): § 61.31(k)(1).** This training and endorsement must be given by an authorized instructor, which is one who meets the requirements of § [61.195\(k\)\(1\)](#) through (7). Refer to § 61.31(k)(3) for exceptions to this required ground training.

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the ground training required by § 61.31(k)(1), (i) through (v) to conduct night vision goggle operations.

A.87 Endorsement required for flight training and statement of proficiency to act as PIC of an aircraft using NVG: § 61.31(k)(2). This training and endorsement must be given by an authorized instructor, which is one who meets the requirements of § 61.195(k)(1) through (7). Refer to § 61.31(k)(3) for exceptions to this required flight training.

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the flight training on night vision goggle operations required by § 61.31(k)(2), (i) through (iv). I find them proficient in the use of night vision goggles.

- A.88 Endorsement required to provide training for NVGOs: § 61.195(k)(7).** “Position,” as mentioned in the signature block of the endorsement, is a person who is authorized by the FAA to provide that logbook endorsement. Refer to FAA Order [8900.1](#), Flight Standards Information Management System.

I certify that [First name, MI, Last name], holder of CFI Certificate No. [____], meets the night vision goggle instructor requirements of § 61.195(k) and is authorized to perform the night vision goggle pilot-in-command qualification and recent flight experience requirements under §§ 61.31(k) and 61.57(f) and (g). This endorsement does not provide the authority to endorse another flight instructor as a night vision goggle instructor.

/s/ [date] I. M. Inspector 987654321CFI RE Date 12-31-24 Position

ENHANCED FLIGHT VISION SYSTEM (EFVS)

- A.89 Endorsement for EFVS ground training: § [61.66\(a\)](#).**

I certify that [First name, MI, Last name], [pilot certificate], [certificate number], has satisfactorily completed the ground training required by § 61.66(a) appropriate to the [appropriate aircraft category] category of aircraft.

- A.90 Endorsement for EFVS flight training: § 61.66(b).**

I certify that [First name, MI, Last name], [pilot certificate], [certificate number], has received the flight training required by § 61.66(b) and is proficient in the use of EFVS in the [appropriate aircraft category in which the flight training was conducted] category of aircraft for EFVS operations conducted under [[§ 91.176\(a\)](#), (b), or both § 91.176(a) and (b)].

- A.91 Endorsement for EFVS ground and flight training: § 61.66(a) and (b).**

I certify that [First name, MI, Last name], [pilot certificate], [certificate number], has satisfactorily completed the ground training required by § 61.66(a) and has received the flight training required by § 61.66(b) for EFVS operations and is proficient in the use of EFVS in the [appropriate aircraft category in which the ground and flight training was conducted] category of aircraft for EFVS operations conducted under [[§ 91.176\(a\)](#), (b), or both § 91.176(a) and (b)].

- A.92 Endorsement for EFVS supplementary training: § 61.66(c).**

I certify that [First name, MI, Last name], [pilot certificate], [certificate number], has satisfactorily completed the required ground and flight training required by § 61.66(c) for EFVS operations and is proficient in the use of EFVS in the [appropriate aircraft category in which the supplementary ground and flight training was conducted] category of aircraft for EFVS operations conducted under [[§ 91.176\(a\)](#), (b), or both § 91.176(a) and (b)].

APPENDIX B. SUMMARY OF CHANGES IN REVISION J

1. Replaced and updated flight instructor renewal requirements with flight instructor recent experience requirements to conform with FAA rulemaking effective December 1, 2024.
2. Replaced and updated flight instructor certificate reinstatement requirements with reinstatement of flight instructor privileges requirements to conform with FAA rulemaking effective December 1, 2024.
3. Replaced and updated SFAR 100-2 information with reference to new § 61.40 to conform with FAA rulemaking effective December 1, 2024.
4. Updated sample endorsements to replace flight instructor expiration date with recent experience end date to conform with FAA rulemaking effective December 1, 2024.
5. Updated terminology within gold seal flight instructor paragraphs to conform to FAA rulemaking effective December 1, 2024.

Advisory Circular Feedback Form

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by contacting the General Aviation and Commercial Division at 9-AFS-800-Correspondence@faa.gov or the Flight Standards Directives Management Officer at 9-AWA-AFB-120-Directives@faa.gov.

Subject: AC 61-65J, Certification: Pilots and Flight and Ground Instructors

Date: _____

Please check all appropriate line items:

An error (procedural or typographical) has been noted in paragraph _____
on page _____.

Recommend paragraph _____ on page _____ be changed as follows:

In a future change to this AC, please cover the following subject:
(*Briefly describe what you want added.*)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____

Date: _____