



Commercial Pilot

ORAL EXAM GUIDE



JASON BLAIR

Based on original text by Michael D. Hayes

COMPREHENSIVE PREPARATION
FOR THE FAA CHECKRIDE

ELEVENTH EDITION

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AVIATION SUPPLIES & ACADEMICS, INC.
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Eleventh Edition

by Jason Blair

based on original text by Michael D. Hayes

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Introduction

The *Commercial Pilot Oral Exam Guide* is a comprehensive guide designed for pilots who are involved in training for the Commercial Pilot Certificate. It was originally designed for use in a Part 141 flight school but quickly became popular with those training under Part 61 who were not affiliated with an approved school. This guide will also prove beneficial to pilots who wish to refresh their knowledge or who are preparing for a flight review.

The *Commercial Pilot—Airplane Airman Certification Standards* (FAA-S-ACS-7) specifies the areas in which knowledge and skills must be demonstrated by the applicant before issuance of a pilot certificate or rating. The *Commercial Pilot Oral Exam Guide* is designed to evaluate a pilot's knowledge of those areas.

Commercial pilots are professionals engaged in various flight activities for compensation or hire. Because of their professional status, they should exhibit a significantly higher level of knowledge than a private pilot. This guide assumes that the pilot has the prerequisite knowledge necessary for Private Pilot certification and attempts to cover only those advanced areas of knowledge necessary for Commercial Pilot certification. A review of the information presented within this guide along with a general review of the *Private Pilot Oral Exam Guide* (ASA-OEG-P) should provide the necessary preparation for the oral section of an FAA Commercial Pilot checkride or recertification check.

In this guide, questions and answers are organized into nine chapters which represent those areas of knowledge required for the practical test. At any time during the practical test, an examiner may ask questions pertaining to any of the subject areas within these divisions. Based on intensive debriefings conducted after Commercial Pilot checkrides, we have provided you with the questions or topics commonly asked along with the information or the appropriate reference necessary for a knowledgeable response. Additionally,

Chapter 10 includes scenario-based questions to help you prepare for typical scenarios that the examiner may present as part of your oral exam.

This guide may be supplemented with other comprehensive study materials as noted in parentheses after each question. For example: (FAA-H-8083-25). The abbreviations for these materials and their titles are listed below. Be sure that you use the latest revision of these references when reviewing for the test. Also, check the ASA website at asa2fly.com/oege for the most recent updates to this book due to changes in FAA procedures and regulations as well as for Reader Resources containing additional relevant information and updates.

14 CFR Part 1	<i>Definitions and Abbreviations</i>
14 CFR Part 3	<i>General Requirements</i>
14 CFR Part 21	<i>Certification Procedures for Products and Articles</i>
14 CFR Part 23	<i>Airworthiness Standards: Normal Category Airplanes</i>
14 CFR Part 43	<i>Maintenance, Preventive Maintenance, Rebuilding, and Alteration</i>
14 CFR Part 47	<i>Aircraft Registration</i>
14 CFR Part 61	<i>Certification: Pilots, Flight Instructors, and Ground Instructors</i>
14 CFR Part 67	<i>Medical Standards and Certification</i>
14 CFR Part 91	<i>General Operating and Flight Rules</i>
14 CFR Part 93	<i>Special Air Traffic Rules</i>
14 CFR Part 95	<i>IFR Altitudes</i>
14 CFR Part 99	<i>Security Control of Air Traffic</i>
14 CFR Part 110	<i>Certification and Operations: General Requirements</i>
14 CFR Part 119	<i>Certification: Air Carriers and Commercial Operators</i>
49 CFR Part 830	<i>NTSB, Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft</i>
49 CFR Part 1544	<i>TSA, Aircraft Operator Security: Air Carriers and Commercial Operators</i>
49 CFR Part 1552	<i>TSA, Civil Aviation Security, Flight Schools</i>

AC 20-105	<i>Reciprocating Engine Power-Loss Accident Prevention and Trend Monitoring</i>
AC 21-40	<i>Guide for Obtaining a Supplemental Type Certificate</i>
AC 23-8	<i>Flight Test Guide for Certification of Part 23 Airplanes</i>
AC 39-7	<i>Airworthiness Directives</i>
AC 43-12	<i>Preventive Maintenance</i>
AC 61-65	<i>Certification: Pilots and Flight and Ground Instructors</i>
AC 61-67	<i>Stall and Spin Awareness Training</i>
AC 61-107	<i>Aircraft Operations at Altitudes Above 25,000 Feet Mean Sea Level or Mach Numbers Greater than .75</i>
AC 61-134	<i>General Aviation Controlled Flight into Terrain Awareness</i>
AC 61-142	<i>Sharing Aircraft Operating Expenses in Accordance with 14 CFR §61.113(c)</i>
AC 68-1	<i>BasicMed</i>
AC 90-66	<i>Non-Towered Airport Flight Operations</i>
AC 90-100	<i>U.S. Terminal and En Route Area Navigation (RNAV) Operations</i>
AC 90-109	<i>Transition to Unfamiliar Aircraft</i>
AC 90-114	<i>Automatic Dependent Surveillance–Broadcast Operations</i>
AC 91-37	<i>Truth in Leasing</i>
AC 91-63	<i>Temporary Flight Restrictions (TFR) and Flight Limitations</i>
AC 91-73	<i>Parts 91 and 135 Single-Pilot, Flight School Procedures during Taxi Operations</i>
AC 91-74	<i>Pilot Guide: Flight in Icing Condition</i>
AC 120-12	<i>Private Carriage vs. Common Carriage of Persons or Property</i>
AC 120-80	<i>Firefighting of General and High-Energy In-Flight Fires</i>

(continued)

Introduction

AFM/POH	<i>Airplane Flight Manuals and Pilot's Operating Handbooks</i>
AIM	<i>FAA Aeronautical Information Manual</i>
AWC	<i>Aviation Weather Center</i>
Chart Supplement	<i>US Chart Supplements</i>
drs.faa.gov	<i>Dynamic Regulatory System—Order 8900.1</i>
FAA AME	<i>FAA Guide for Aviation Medical Examiners: Pharmaceuticals (Therapeutic Medications)</i>
FAA FRAT	<i>FAA Fly Safe Fact Sheet: Flight Risk Assessment Tools</i>
faa.gov	<i>Federal Aviation Administration website</i>
FAA-H-8083-1	<i>Aircraft Weight and Balance Handbook</i>
FAA-H-8083-2	<i>Risk Management Handbook</i>
FAA-H-8083-3	<i>Airplane Flying Handbook</i>
FAA-H-8083-9	<i>Aviation Instructor's Handbook</i>
FAA-H-8083-15	<i>Instrument Flying Handbook</i>
FAA-H-8083-16	<i>Instrument Procedures Handbook</i>
FAA-H-8083-19	<i>Plane Sense: General Aviation Information</i>
FAA-H-8083-25	<i>Pilot's Handbook of Aeronautical Knowledge</i>
FAA-H-8083-28	<i>Aviation Weather Handbook</i>
FAA-H-8083-30	<i>Aviation Maintenance Technician Handbook—General</i>
FAA-H-8083-31	<i>Aviation Maintenance Technician Handbook—Airframe</i>
FAA-H-8083-32	<i>Aviation Maintenance Technician Handbook—Powerplant</i>
FAA OTC Med Guide	<i>Over-the-Counter (OTC) Medications Reference Guide</i>
FAA-P-8740-13	<i>Engine Operation for Pilots</i>
FAA-P-8740-35	<i>All About Fuel</i>
FAA-P-8740-36	<i>Proficiency and the Private Pilot</i>
FAA-P-8740-44	<i>Impossible Turn</i>
FAA: Pilots and Medication	<i>FAA Fly Safe Fact Sheet: Pilots and Medication</i>

FAA Safety	<i>FAA Safety Briefing Magazine/Fly Safe Fact Sheets</i>
FAA-S-ACS-7	<i>Commercial Pilot—Airplane Airman Certification Standards</i>
GADLG	<i>General Aviation Dry Leasing Guide</i>
go.usa.gov/xkhJK	<i>Flight Risk Assessment Tool (FRAT) library</i>
NOTAMs	<i>Notices to Air Missions</i>
P/CG	<i>Pilot/Controller Glossary (from AIM)</i>
SAFO	<i>FAA Safety Alert for Operators</i>
TSA	<i>Transportation Security Administration</i>
USRGD	<i>FAA Aeronautical Chart User's Guide</i>

Most of these documents are available on the FAA's website (faa.gov). Additionally, many of the publications are reprinted by ASA (asa2fly.com) and are available from aviation retailers worldwide.

A review of the information and references presented within this guide should provide the necessary preparation for the FAA Commercial Pilot checkride.

Pilot Qualifications

1

SAMPLE

A. Privileges and Limitations

1. What are the eligibility requirements for a Commercial Pilot (airplane) Certificate? (14 CFR 61.123)

- a. Be at least 18 years of age.
- b. Be able to read, speak, write, and understand the English language.
- c. Hold at least a Private Pilot Certificate.
- d. Hold at least a current Third Class Medical Certificate.
- e. Received the required ground and flight training endorsements.
- f. Pass the required knowledge and practical tests.
- g. Meet the aeronautical experience requirements.

2. What are the aeronautical experience requirements for a Commercial Pilot Certificate? (14 CFR 61.129)

A person who applies for a Commercial Pilot Certificate with an Airplane Category and Single-Engine Class Rating must log at least 250 hours of flight time as a pilot that consists of at least:

- a. 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- b. 100 hours of PIC flight time, which includes at least:
 - 50 hours in airplanes.
 - 50 hours in cross-country flight of which 10 hours must be in airplanes.
- c. 20 hours of training on the areas of training listed in §61.127(b)(1) that includes at least 10 hours of instrument training. Five of the 10 hours of instrument training must be in a single-engine airplane.
- d. 10 hours of training in a complex, turbine-powered, or technically advanced airplane (TAA), or any combination thereof.
- e. 10 hours of solo flight time in a single-engine airplane or 10 hours of flight time performing the duties of pilot-in-command in a single-engine airplane with an authorized instructor on board (either of which may be credited towards the flight time requirement under §61.129[a][2]), on the areas of operation listed under §61.127(b)(1) that include—

- One cross-country flight of not less than 300 NM total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 250 NM from the original departure point. However, if this requirement is being met in Hawaii, the longest segment need only have a straight-line distance of at least 150 NM; and
- 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

Exam Tip: The evaluator may ask you to demonstrate that you're current and eligible to take the practical test. The examiner will need to see documented flight and ground instruction time (a commonly forgotten documentary requirement) to show that all experience requirements have been met. This may require documenting items beyond what the standard logbook includes. Take the time to detail this in your logbook, extra training records, or through other methods to ensure that you can provide documentation of all requirements to avoid having to reschedule the practical test

3. What privileges apply to a commercial pilot?

(14 CFR 61.133)

A person who holds a Commercial Pilot Certificate may act as PIC of an aircraft:

- a. Carrying persons or property for compensation or hire.
- b. For compensation or hire.

Note: 14 CFR §61.133 also states that a commercial pilot must be qualified and comply with the applicable parts of the regulations that apply to the particular operation being conducted (e.g., Part 121 or 135).

4. What does the term *commercial operator* refer to?

(14 CFR Part 1)

A commercial operator is a person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier or foreign carrier under the authority of 14 CFR Part 375. It is worth noting that this relates to the pilot acting as a commercial operator, something they may do as a Commercial Pilot Certificate holder. There is a difference between a pilot acting in accordance with their commercial pilot

privileges versus an aircraft acting in a commercial carriage capacity. A pilot may act commercially in private carriage within commercial pilot privileges while an aircraft or its operation is not engaged in commercial carriage that would constitute holding out or public carriage of passengers or property for hire. Payment is not limited to currency, but could also include anything of value such as services, goods, or trade. A pilot who is acting as a pilot in consideration of gaining benefit of any sort may be considered to be acting in a commercial capacity.

5. Explain the difference between your commercial pilot privileges and the operational authority required to conduct a flight for compensation or hire. (AC 61-142)

The privileges and limitations conferred on pilots are separate and distinct from the operational authority required to conduct the flights. A person who holds an ATP Certificate or Commercial Pilot Certificate may act as PIC of an aircraft operated for compensation or hire and may carry persons or property for compensation or hire if done in accordance with an operator certificate under Part 119. If the aircraft is generating revenue or benefit, it is also considered to be acting commercially. Unless a valid exception from operational certification applies, in order to “hold out” as being able to transport persons or property for compensation or hire, a commercial pilot or ATP must be operating in accordance with an air carrier certificate or operating certificate under 14 CFR Part 119. These are typically operated then under Part 121 or Part 135 operational approvals.

Note: Even though a Commercial Pilot Certificate allows a pilot to be compensated for their services, it must be done in one of the areas of exception or under private carriage conditions. It does not allow them to act as an air carrier or commercial operator without first obtaining an air carrier or operating certificate.

6. Would being both the pilot and the provider of an aircraft to someone for compensation or hire require the pilot to also be in possession of a Part 119 operating certificate? (FAA Safety)

Generally, if you are being compensated for providing a service to another person and have operational control of the aircraft in which that service is provided, you are required to have been issued an

Commercial Pilot

ORAL EXAM GUIDE



Other Oral Exam Guides
available from ASA:

- Private Pilot
- Instrument Pilot
- Multi-Engine Pilot
- Flight Instructor
- Airline Transport Pilot
- Helicopter Pilot
- Aircraft Dispatcher
- Flight Review
- Aviation Mechanic

ASA's Oral Exam Guide Series is an excellent study tool for students and instructors alike. Arranged in a question-and-answer format, this comprehensive guide lists the questions most likely to be asked by evaluators during the practical exam and provides succinct, ready responses. FAA references are provided throughout for further study.

This eleventh edition of the *Commercial Pilot Oral Exam Guide* aligns with the Airman Certification Standards (ACS), with new and expanded information on pilot regulations, airworthiness, weather, airplane systems, emergency procedures, performance and limitations, cross-country flight, human factors, flight maneuvers, and scenario-based training. This book is the complete resource to prepare applicants for the Commercial Pilot Airplane checkride.



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