



Commercial Pilot

ORAL EXAM GUIDE



MICHAEL D. HAYES

THE COMPREHENSIVE GUIDE
TO PREPARE YOU FOR THE
FAA CHECKRIDE

TENTH EDITION

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Commercial Pilot Oral Exam Guide

Tenth Edition

by Michael D. Hayes

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This guide is dedicated to the many talented students, pilots, and flight instructors I have had the opportunity to work with over the years. Also, special thanks to Mark Hayes and many others who supplied the patience, encouragement, and understanding necessary to complete the project.

— M.D.H.

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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 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. Through intensive post-commercial-checkride debriefings, we have provided you with the most consistent questions asked, along with the information necessary for a knowledgeable response.

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 on the next page. Be sure that you use the latest version of these references when reviewing for the test. Check the ASA Textbook Updates webpage at asa2fly.com/TextbookUpdates for the latest updates to this book; all the latest changes in FAA procedures and regulations that affect these questions will be listed there. Additional resources can be found on the Reader Resources webpage for this book at asa2fly.com/reader/OEGC.

In addition to the regular question-and-answer sessions in each chapter, questions for further review have been included at the end of sections. These additional questions are designed to be good study aids for the references below, upon which they are based.

14 CFR Part 1	<i>Definitions and Abbreviations</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 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 1544	<i>Aircraft Operator Security: Air Carriers and Commercial Operators</i>
49 CFR Part 1552	<i>Flight Schools</i>
NTSB Part 830	<i>Notification and Reporting of Aircraft Accidents and Incidents</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-8083-6	<i>Advanced Avionics 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-8083-25	<i>Pilot's Handbook of Aeronautical Knowledge</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-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-8740-41	<i>Medical Facts for Pilots</i>
FAA-P-870-44	<i>Impossible Turn</i>
FAA-S-ACS-7	<i>Commercial Pilot—Airplane Airman Certification Standards</i>
AC 00-6	<i>Aviation Weather</i>
AC 00-24	<i>Thunderstorms</i>
AC 00-30	<i>Clear Air Turbulence Avoidance</i>
AC 00-45	<i>Aviation Weather Services</i>
AC 00-54	<i>Pilot Windshear Guide</i>
AC 20-105	<i>Reciprocating Engine Power-Loss Accident Prevention and Trend Monitoring</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 60-6	<i>Airplane Flight Manuals (AFM), Approved Manual Materials, Markings, and Placards— Airplanes</i>
AC 60-22	<i>Aeronautical Decision Making</i>
AC 61-65	<i>Certification: Pilots and Flight Instructors</i>

(continued)

AC 61-67	<i>Stall and Spin Awareness Training</i>
AC 61-107	<i>Operations of Aircraft at Altitudes Above 25,000 Feet MSL and/or Mach Number Greater than 0.75</i>
AC 61-134	<i>General Aviation Controlled Flight into Terrain</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 91-13	<i>Cold Weather Operation of Aircraft</i>
AC 91-37	<i>Truth in Leasing</i>
AC 91-51	<i>Effect of Icing on Aircraft Control and Airplane Deice and Anti-Ice Systems</i>
AC 91-63	<i>Temporary Flight Restrictions</i>
AC 91-73	<i>Part 91 & Part 135 Single-Pilot 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 120-27	<i>Aircraft Weight and Balance Control</i>
AC 120-80	<i>In-Flight Fires</i>
OK-09-439	<i>Oxygen Equipment Use in General Aviation Operations</i>
FAA InFo 07015	<i>Flight Risk Assessment Tool</i>
Order 8900.1	<i>Flight Standards Information Management System</i>
AFM	<i>Airplane Flight Manuals</i>
AIM	<i>Aeronautical Information Manual</i>
AWC	<i>Aviation Weather Center</i>
GADLG	<i>General Aviation Dry Leasing Guide</i>
NOTAMs	<i>Notices to Airmen</i>
P/CG	<i>Pilot/Controller Glossary (from AIM)</i>
POH	<i>Pertinent Pilot Operating Handbooks</i>
SAFO	<i>FAA Safety Alert for Operators</i>
TSA	<i>Transportation Security Administration</i>
USRGD	<i>FAA Aeronautical Chart User's Guide</i>

Pilot Qualifications

1

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 PIC in a single-engine airplane with an authorized instructor on board that include:

Continued

- One cross-country flight of not less than 300 NM total distance.
- 5 hours in night VFR conditions with 10 takeoffs and 10 landings 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. When preparing for your practical test, verify that you have the required ground and flight time experience, that you're current, and don't forget to double-check all of your endorsements. Make sure that all of your logbook columns are totaled, that the page totals are carried forward, that you have signed each page, and have verified that all of the entries make sense.

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. 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 a 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. However, most of these commercial operations require the operator to hold a certificate under Part 119 authorizing such operations. 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 issued under Part 119.

Note: Even though a Commercial Pilot Certificate allows a pilot to carry passengers or property for compensation or hire, it does not allow them to act as an air carrier or commercial operator without first obtaining an air carrier or operating certificate.

5. 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 air carrier or under the authority of Part 375. Where it is doubtful that an operation is for “compensation or hire,” the test applied is whether the carriage by air is merely incidental to the person’s other business or is, in itself, a major enterprise for profit.

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 Briefing)


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 operating certificate to conduct that operation under Part 135, or Parts 121 or 125 if larger aircraft and more complex operations are involved.

7. Define the term operational control. (AC 91-37, 14 CFR 1.1)

As defined in 14 CFR §1.1, operational control “with respect to a flight, means the exercise of authority over initiating, conducting or terminating a flight.” Operational control involves three basic areas: flight crew, aircraft, and flight management.

Commercial Pilot

ORAL EXAM GUIDE



INCLUDES A CHAPTER ON
SCENARIO-BASED TRAINING BY
ARLYNN MCMAHON

The OEG Series is an excellent study tool for students and instructors alike, arranged in a question-and-answer format. Use when you're gearing up for the Practical Exam, as well as for a general refresher! Other Oral Exam Guides available from ASA...

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