<table>
<thead>
<tr>
<th><strong>Part 91</strong></th>
<th><strong>Parts 121/135</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. A commercial pilot may fly as a Part 91 “Corporate pilot” — flying a company airplane carrying company property and passengers.</td>
<td>1. Requires an “Air Taxi/Commercial Operator Certificate”.</td>
</tr>
<tr>
<td>2. May provide Part 91 “pilot service” — whereas a commercial pilot is paid by an airplane owner to fly the airplane for the owner and his guests.</td>
<td>2. Can “hold out” to the public and offer “common carriage” to anyone who is willing to pay.</td>
</tr>
<tr>
<td>3. May provide “private carriage” for hire for one customer or a few select customers.</td>
<td>3. Can advertise and offer “carriage in air commerce of persons or property for compensation or hire.”</td>
</tr>
<tr>
<td>4. May also perform the services listed in 119.1 that are not covered under Part 135 regulations (i.e., student instruction, nonstop sightseeing flights within 25 NM, ferry flights, crop dusting, banner towing, pipeline patrol, etc.).</td>
<td></td>
</tr>
<tr>
<td><strong>No minimum flight experience required.</strong></td>
<td>A Part 135 PIC must have at least 500 hours total time (…etc.) for VFR operations and at least 1200 hours total time (…etc.) for IFR operations. For Part 135 PIC — an ATP is required for turbojets, or airplanes with 10 or more passenger seats, or multiengine commuter operations. (135.243) A Part 121 PIC must have an ATP. [121.437(a)]</td>
</tr>
<tr>
<td>A <strong>Second In Command</strong> is not required for instrument flight in aircraft that are normally flown single pilot.</td>
<td>A Second In Command is required when carrying passengers under IFR unless the operation (and the pilot) is approved for use of an autopilot in lieu of a Second In Command. (135.101, 135.105)</td>
</tr>
<tr>
<td><strong>No training program</strong> required.</td>
<td>An FAA approved training program is required for all 135 operations except simple single pilot operators.</td>
</tr>
<tr>
<td><strong>No drug and alcohol program</strong> required for most operations [except drug testing is required for “nonstop sightseeing flights” see 135.1(a)(5)].</td>
<td>Must have a drug and alcohol random testing program for all employees in “safety sensitive” positions. This would include anyone the operator contracts with, such as when maintenance is performed by another facility away from home base. (135.249 thru 135.255 &amp; 121 appendix I &amp; J)</td>
</tr>
<tr>
<td><strong>Background checks NOT required.</strong></td>
<td><strong>FIVE YEAR background checks</strong> are required due to the Pilot Records Improvement Act of 1996 (PRIA): 1. A check of all previous employers for training or checkride problems and drug testing history. 2. An FAA records check of the pilot’s certificate and medical including any accidents or incidents. 3. A check of the pilot’s driving record for any drug or alcohol related “motor vehicle actions”.</td>
</tr>
<tr>
<td><strong>No flight time limits, duty time limits or rest requirements.</strong></td>
<td>135.261 thru 135.273 (121.470 thru 121.525) regulates crew flight time, duty time and rest requirements.</td>
</tr>
<tr>
<td><strong>Any airport may be used</strong> — IFR or VFR — as long as it is adequate for the aircraft and is in compliance with the limitations of the Aircraft Flight Manual.</td>
<td>The airport must have WEATHER REPORTING and be of adequate length to meet required accelerate stop/accelerate go distance (for most aircraft) and meet the 60%/70% (destination/alternate) landing limitation rules. (135.367 thru 135.399; 121.185 thru 121.205)</td>
</tr>
<tr>
<td><strong>An instrument approach may be initiated regardless of the weather.</strong></td>
<td>A pilot may not begin an instrument approach unless the latest weather reports at least minimums for the approach. [135.225, 121.651(b)]</td>
</tr>
</tbody>
</table>
EVERYTHING EXPLAINED for the Professional Pilot

Pilot In Command QUALIFICATIONS:
(135.243, 135.247, 135.293, 135.299, 135.345 thru 135.351, 91.1053, 121.434 thru 121.445)

1. **Part 135 VFR:**
   a. Commercial / Instrument / Multi-Engine ratings (for multi-engine operations), and 2nd Class Medical.
   b. Must be instrument current, also company trained and line checked (135.293, 135.299) in the aircraft within the last 12 months.
   c. TOTAL PILOT TIME ......................... 500 hours
   d. Total cross country ........................... 100 hours
   e. Night cross country ............................ 25 hours

2. **Part 135 IFR:**
   a. Commercial / Instrument / Multi-Engine ratings (for multi-engine operations), and 2nd Class Medical.
   b. Must be company trained and line checked (135.293, 135.299) in the aircraft within the last 12 months and instrument checked (135.297) within the last 6 months.
   c. TOTAL PILOT TIME ............................ 1,200 hours.
   d. Total cross country ........................... 500 hours.
   e. Total night ........................................ 100 hours.
   f. Night cross country ............................ 25 hours.
   g. 75 hours of actual or simulated instrument time at least 50 hours of which were in actual flight.

3. For PASSENGER-carrying operations only — No person may serve as PIC of a turbojet, or an airplane having 10 or more passenger seats, OR a multiengine airplane in a commuter operation unless he holds an Airline Transport Pilot certificate and a current 1st Class Medical (135.243).

4. For COMMUTER operations, the PIC must also have the Initial Operating Experience (IOE) outlined in 135.244 (or 121.434)(i.e., 20 hours in a multiengine turbine or 25 hours in a turbojet with a qualified check pilot that can be acquired during revenue flights. The hours can be reduced by 50% by the substitution of one additional takeoff and landing for each hour of flight. See Initial Operating Experience in Chapter 8 of this book for specific details).

5. **Part 121** — No pilot may act as Pilot In Command of an aircraft (or as Second In Command of an aircraft in a flag or supplemental operation that requires three or more pilots) unless he holds an Airline Transport Pilot certificate and an appropriate type rating for that aircraft. [121.437(a)]

RECENT PILOT EXPERIENCE for Pilot In Command:
(61.57, 91.103, 121.439, 135.247, 135.299)

1. To carry PASSENGERS the PIC must have 3 takeoffs and landings in an aircraft of the same category and class in the past 90 days — these landings must be made to a full stop if in a tailwheel aircraft or at night — and — if a type rating is required — must be in the same type of aircraft. (61.57, 135.247)
   For Part 121 operations the three takeoffs and landings are required for ANY flight crewmember regardless of if passengers are carried or not. (121.439)

2. For operations at NIGHT (between 1 hour after sunset and 1 hour before sunrise), the same as #1 above during this same 90 day period of time.

3. If the PIC has not flown over a route and into an airport within the preceding 90 days — the pilot must become familiar with all available information required for the safe operation of the flight [135.299(c), 91.103].

TOP SECRET CAPTAIN STUFF

#1. Point the airplane where you want to go, if it doesn’t go that way — **POINT HARDER**.
#2. If you don’t want the airplane to go over there — **DON’T LET IT GO OVER THERE**.
A. **TWO PILOTS** — Flightcrew of two “required” pilots (required by the regulations or the type certification of the aircraft) — Check  

1. ¼ Mile or RVR 1600 — AT LEAST ONE of the following:  
   a. High Intensity Runway Lights (HIRL).  
   b. Centerline Lights (CL).  
   c. Centerline Marking (RCLM).  
   d. OR... Adequate visual reference to continuously identify the takeoff surface.  

2. TDZ RVR 1200 and Rollout RVR 1000 and must have BOTH of the following:  
   b. Two RVR reporting systems.  

3. TDZ RVR 600, Mid RVR 600, and Rollout RVR 600, provided ALL of the following visual aids and RVR equipment are available:  
   b. Centerline Markings (RCLM).  
   c. At least two of the three RVR reporting systems must be working.  

NOTES:  

1. Mid RVR may be substituted for either TDZ RVR or Rollout RVR if TDZ RVR or Rollout RVR is not available.  
2. Use of autopilot in lieu of a required 2nd-in-command IS NOT authorized.  
3. Each pilot station must have:  
   a. An Attitude Indicator, DG, VSI, Airspeed and Altimeter.  
   b. An independent source of power for Attitude and DG.  
4. Each PIC and SIC must have at least 100 hours PIC (or SIC) in specific make & model and have completed company training program for the minimums authorized.  
5. For takeoffs when TDZ and rollout RVR is less than RVR 1000, the aircraft must be able to achieve performance specified in FAR 135.367, 135.379, or 135.398 as appropriate (Must have “ACCELERATE-STOP DISTANCE” — the distance required to accelerate to liftoff speed and, assuming failure of an engine at the instant that liftoff speed is attained, to bring the airplane to a full stop — and/or be able to climb to 35 ft before the end of the runway on one engine if it fails at V₁ — aka “ACCELERATE-GO DISTANCE”). [C079d(6)]  
6. If you TAKEOFF with weather BELOW landing minimums — for all practical purposes — you cannot return to land if you lose an engine after takeoff. Therefore, you must FILE (or list in the dispatch or flight release) a “TAKEOFF ALTERNATE” (aka “DEPARTURE ALTERNATE”) that is within ONE hour’s flying time at normal cruise speed, in still air — 135.217; or... at normal cruise speed in still air with one engine inoperative — 121.617) or... TWO hour’s flying time for an aircraft with 3 or more engines, (135.217, 121.617). The “TAKEOFF ALTERNATE” airport must have weather at or above IFR landing minimums. (121.625)

If the departure runway does not have RVR you are limited to ¼ mile visibility (or the lowest Cat I visibility authorized for that runway). OpSpec C057 does not allow takeoffs from runways which do not have RVR, based on the RVR report of another runway. OpSpec C057 — “…RVR reports, when available for a particular runway, shall be used for all takeoffs operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway specified...”

The flight plan (or flight release) must specify a takeoff alternate if the weather at the takeoff airport is below landing minimums for that airport. Any landing minimums at the takeoff airport that are authorized for the certificate holder may be considered including Category II or III ILS approaches.

| 91.1039(e) — No person may takeoff when the visibility is less than 600 ft. |
| 500 RVR takeoffs are authorized for some operators. |
| 300 RVR is possible when using a takeoff guidance system. |

91.1039, 135.217 — No person may takeoff where weather conditions are below IFR landing minimums unless there is an alternate airport within 1 hour’s flying time (at normal cruise speed, in still air).

121.617 — No person may takeoff where weather conditions are below IFR landing minimums unless there is an alternate airport within:

1. Aircraft having TWO engines — Not more than one hour at normal cruise speed in still air with one engine inoperative.

2. Aircraft having THREE or more engines — Not more than two hours at normal cruise speed in still air with one engine inoperative.