

# Part Five

## – Getting your “ticket” & passing the medical –

**Learning outcomes** – Upon completion of PART FIVE, the learner should be aware that:

- The governing body of all aviation in the United States is the Federal Aviation Administration, commonly known as the FAA.
- Federal Aviation law is known as the FARs or Federal Aviation Regulations.
- A pilot’s license is correctly known as a Certificate. The pilot term is “ticket.”
- Part 61 of the Federal Aviation Regulations requires all air personnel performing pilot duties to hold a current, valid medical certificate.
- There are three classes of medical certification—first class, second class and third class.
- English is the standard language of aviation world-wide.
- A flight instructor is qualified by the FAA to give lessons on how to fly.
- A ground instructor is qualified by the FAA to teach aeronautical knowledge in a classroom setting.

### Important terms

**FAA** – Federal Aviation Administration

**FAR** – Federal Aviation Regulations

**Student Pilot** – a pilot-in-training (The student pilot certificate is issued after the trainee passes at least a third class medical examination. After a period of training with a Certificated Flight Instructor, the student may “solo” the aircraft and be allowed to exercise the privileges of flying with numerous restrictions.)

**Sport Pilot** – a pilot certificate category which allows a pilot to operate light, sport aircraft

**Recreational Pilot** – a relatively new certificate category which allows a pilot to fly powered aircraft within a limited distance from the airport from which the flight originated

**Private Pilot** – the most widely accepted pilot certificate (The pilot may fly for business or pleasure but not for compensation or hire.)

**Commercial Pilot** – the certificate category which allows the pilot to receive compensation for his/her services

**Airline Transport Pilot** – the certificate category which is required for a pilot to become a Captain or “Pilot-in-Command” of a scheduled airliner

**Category** – a broad classification of an aircraft that includes categories such as airplanes, helicopters, gliders, balloons, etc.

**Class** – a broad grouping of aircraft having similar characteristics of propulsion (multi-engine) land or sea (water)

**Type** – a specific make and basic model of an aircraft, examples being a Boeing 747 or an Airbus A320. (The pilot would be “type-rated” once he/she receives sufficient training to be qualified to operate the aircraft.)

**Revoked** – when a certificate has been taken away from the person holding it

**Suspended** – the person may not exercise the privileges of a certificate until a hearing or review of the circumstances is complete

**VFR** – Visual Flight Rules (This regulates where the pilot may exercise the privileges of his/her certificate with specific rules as to visibility and weather limitations.)

**IFR** – Instrument Flight Rules (These rules go into effect when weather conditions fall below the minimum for flight under VFR or visual flight rules.)

**Weight-Shift-control aircraft** – a powered aircraft with a framed, pivoting wing and a fuselage controllable only in pitch and roll by the pilot’s ability to change the aircraft’s center of gravity with respect to the wing (Flight control of the aircraft depends on the wing’s ability to flexibly deform rather than use of the control surfaces.)

**Endorsement** – a form of authorization

**BFR** – Biennial Flight Review, which is a skill evaluation given by a Certificated Flight Instructor to a pilot every 24 calendar months (The FAA has guidelines for instructors to follow to see if the pilot being tested is safe to continue to fly.)

**Knowledge test** – a written examination given for the various privilege levels of pilot certification

**Oral** – the person-to-person spoken examination

### **Presentation**

This may be a challenging unit to present because of the “Law Speak” content. It is recommended that the instructor first go over the terms and try to explain them in “age appropriate” vocabulary.

To make it at least “some kind of fun,” you might want to consider a role play in which you have four different “candidates” for pilot certification, an FAA “ramp check,” and an FAA Medical Administrator. Groups of students are called “teams” and each has a name from the phonetic alphabet.

If the students in this presentation don’t have their own copy of LET’S GO FLYING, **then copy PART FIVE and give one copy to each team.** The teams consist of 3-6 students depending upon the size of your presentation.

### **Part Five- Drug Issue:**

1. Without a “clean” medical certificate, you can forget getting or keeping your “ticket.”

### **Lesson/recommended methodology**

Each team is going to be given a specific task and 15 minutes before the end of the session, one/all representatives of each team will “stand and deliver” their research.

**Team Alpha** – This team has to research the text and find out all of the flight, medical and proficiency qualifications necessary to become a STUDENT and SPORT PILOT.

**Team Bravo** – This team has to research the text and find out the flight, medical, and proficiency qualifications necessary to become a PRIVATE PILOT with an INSTRUMENT RATING.

**Team Charlie** – This team is given the task of researching the text to find out what it takes to get a COMMERCIAL PILOT certificate with an Instrument & Multi-Engine Rating. (That is, they must find out the minimum medical certification, minimum age, and flight time required.)

**Team Delta** – This team must research the text and then “apply for a job” as an airline pilot (Captain) for “Western Airlines.” Western has a fleet of Boeing 737-300s. Give the required medical certificate, pilot certificate and necessary ratings.

**Team Echo** – This team is a group of FAA administrators. They are going to do a “ramp check”

- (1) The airplane is a Cessna 172 SkyHawk and is used for pleasure flying only. The pilot takes his family twice a month to see relatives in a city 500 miles away. What “paper work” must this pilot have (minimum) to fly his family (in good weather only) to and from the city where the relatives live?

**Team Foxtrot** – This team of FAA medical administrators will check the pilot for appropriate documentation as described:

- (1) This airplane is a crop duster. What pilot & medical certificates must the “ag pilot” have when challenged by the FAA? (Sunup to Sundown in VFR only)