



FAA REGULATIONS

FAA regulations play a crucial role for students who have no experience in flying but wish to take up a career in the international aviation industry. The trainees start with PPL(A) and after obtaining the required flight experience, training will continue to the IR(A) & CPL (A) modules including MEL (A) flight programs. The FAA CPL (A) License will be issued after the completion of the 0-CPL (A) course. This will authorize the students to perform their duties as Pilot-In-Command (PIC) as well as acquiring compensation on aircraft.



The holders of **CPL(A)** are privileged to perform as **pilot-in-command (Captain)** or **co-pilot (First Officer)** during charter operations as well as the corporate flying that tends to exercise all privileges meant for PPL(A), and IR(A) holders.

If the training takes place under FAA Part 141:

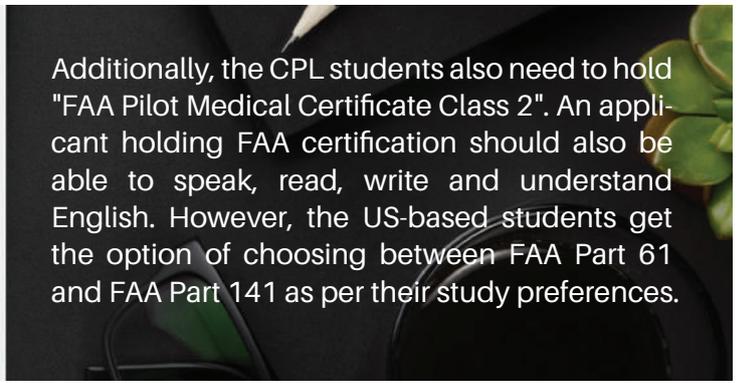
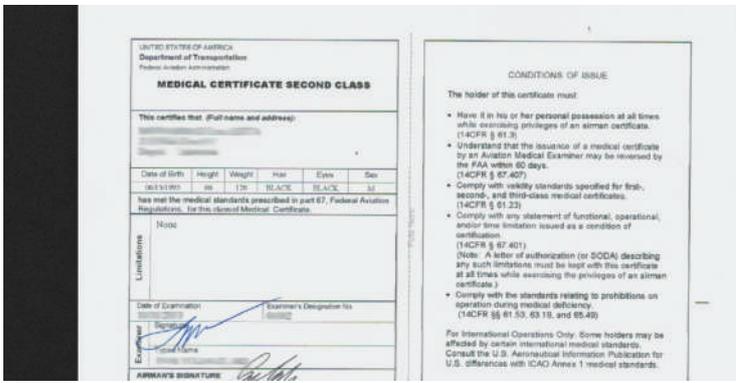


The students gain 190 hours flight experience and out of this 100 hours experience includes performing as the PIC or the Pilot in Command.

If the training proceeds under FAA Part 61:

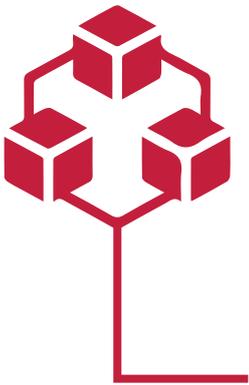


The pilot gains 250 hours flight experience from which 100 hours should be as Pilot in Command (PIC).



Additionally, the CPL students also need to hold "FAA Pilot Medical Certificate Class 2". An applicant holding FAA certification should also be able to speak, read, write and understand English. However, the US-based students get the option of choosing between FAA Part 61 and FAA Part 141 as per their study preferences.

How Part 61 and Part 141 are different?



In terms of Training Module:

FAA Part 61 is a rather flexible module as compared to Part 141. Yet generally, Part 61 requires you to go through more training hours. This is appropriate for the students who don't want to go through the rigid process of training. A lot of students tend to apply for Part 61.

FAA Part 141, on the other hand, is comparatively rigid and well-structured in terms of syllabus and training. A syllabus is given for every course and the instructor is expected to interpret the whole thing accordingly. However, the chances of successful completion of the course are quite low.



In terms of Flight Hours:

For a **Private Pilot License**, the minimum FAA is 37 hours under both the parts (141 and 61). For **Instrument Rating** under Part 141, the FAA minimum is 37 flight hours and under Part 61, it is 120 hours. **CPL** under 141 requires 120 flight hours (in addition to your PPL) and 250 hours under Part 61.



In terms of Ground Training:

Part 141 ensures that students go through proper ground schooling with best instructors and a highly structured program while under Part 61 things are a lot more flexible.



Written Exam

Written knowledge exam and practical test are mandatory under both the parts as per the FAA in order to acquire the desired certificate or rating.

To sum up, Training under Part 141 comes with accelerated syllabus to meet the students' time frame whereas under Part 61, everything depends on the instructor. So Part 141 is a lucrative option as compared to Part 61 which is usually more expensive.