

**DOCUMENTS ON BOARD AIRCRAFT:** [91.203(a)(1), 91.293(a)(2), FCC, 91.9(b), 91.103, Aircraft Flight Manual]

**"A-R-R-O-W"**

- A**irworthiness Certificate — 91.203(a)(1) (must be displayed at cabin or cockpit entrance so it is legible to passengers and crew)(The Airworthiness Certificate remains valid as long as the aircraft is maintained and operated as required by the FAR's)
- R**egistration papers — 91.203 (A **TEMPORARY registration** is **NOT acceptable** for **international** travel)
- R**adio Station License — FCC Form 605 (**NOT required** within the U.S. — **IS required** outside the U.S.)  
This aircraft radio station license is good for 10 years but is not transferable if the aircraft is sold.
- O**perating Limitations — 91.9(b) and **Aircraft Flight Manual**. (14 CFR 23.1581)
- W**eight & Balance data — 91.103, 135.185 and **Aircraft Flight Manual**. (14 CFR 23.1581)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1 NATIONALITY AND REGISTRATION MARKS N4823U	2 MANUFACTURER AND MODEL DA-20F	3 AIRCRAFT SERIAL NUMBER 341	4 CATEGORY TRANSPORT
5 AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefore to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: <b>NONE</b>			
6 TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF EXPIRES 03-09-74	FAA REPRESENTATIVE RONALD McDONALD	DESIGNATION NUMBER SO FSDO 13	

FCC Federal Communications Commission Wireless Telecommunications Bureau RADIO STATION AUTHORIZATION
LENGEL WORLD AIRLINES 1223 RIVERSIDE DRIVE CHARLOTTE NC 28214 Etc.
FCC 605



**Operating Limitations & Weight & Balance data**

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS N 4823U	AIRCRAFT SERIAL NO. 341
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT DASSAULT DA-20F ICAO Aircraft Address Code: 513788	
LENGEL WORLD AIRLINES 1223 RIVERSIDE DRIVE CHARLOTTE NC 28214	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.

**CERTIFICATES REQUIRED IN PILOT'S POSSESSION:** (61.3)

**"R-P-M"**

- R**adio permit (FCC license) — FCC Form 605 — **NOT required** for operations **WITHIN** the **U.S.** but **IS required** for operations **OUTSIDE** the **U.S.** (ICAO rules). A Restricted Radiotelephone Operator Permit is **good for life**. Call the **FCC** at **888-225-5322** (www.fcc.gov) for a copy of the form and the current fee.
- P**ilots certificate — in your personal possession or readily accessible in the aircraft — the original only — a copy will not do — and a **PHOTO IDENTIFICATION** such as **driver's license**, **Government** or **State ID** card, U.S. **Armed Forces ID**, **Passport**, **Airport Security Badge**, or **"other form of identification that the Administrator finds acceptable"**. (61.3)
- M**edical — in your personal possession or readily accessible in the aircraft — the original only. (61.3)

UNITED STATES OF AMERICA Federal Communications Commission Restricted Radiotelephone Operator Permit
<b>Richard Flyanything Lengel</b> is authorized to operate any radio station which may be operated by a person holding this class of license. This permit is issued in conformity with Paragraphs 3454 and 3945 of the Radio Regulations, Geneva 1979, and is valid for the lifetime of the holder unless suspended by the FCC.  Etc.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION	
IV NAME <b>RICHARD FLYANYTHING LENGEL</b>	
V ADDRESS 1223 RIVERSIDE DR CHARLOTTE NC 28214	VI NATIONALITY USA 14APR19XX
SEX M	HEIGHT 68
WEIGHT 176	HAIR BRN
EYES BLUE	SEX M
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF II AIRLINE TRANSPORT PILOT III CERTIFICATE NUMBER XXXXXXXX X DATE OF ISSUE 20 MAY 20XX Richard Lengel xiv Jane Garvey VII SIGNATURE OF HOLDER VIII ADMINISTRATOR	

UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration MEDICAL CERTIFICATE <b>FIRST CLASS</b>					
This certifies that: (Full name and address): Richard Flyanything Lengel 1223 Riverside Drive Charlotte, NC 28214					
Date of Birth 4/14/XX	Height 68	Weight 175	Hair Brn	Eyes Blue	Sex M
Has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.					
Limitations	NONE				
Date of Examination 01/08/20XX	Examiner's Designation No. 07253-3				

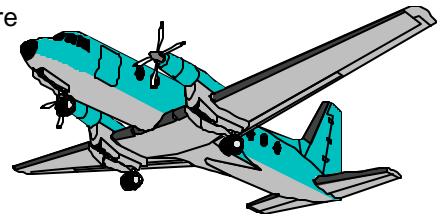
**INSPECTION of CERTIFICATE — PRESENTATION of DOCUMENTS:** [61.3, 61.51(i)]

Each person who holds an **AIRMAN CERTIFICATE**, **MEDICAL** certificate, **LOGBOOK**, authorization, or license required by this part must present it for inspection upon a request from:

- The Administrator;
- An authorized representative of the NTSB;
- Any Federal, State, or local law enforcement officer; or
- An authorized representative of the Transportation Security Administration.

**TYPE RATING REQUIREMENTS — CATEGORY / CLASS RATING:** [61.31(a)(b)(c)(d)]

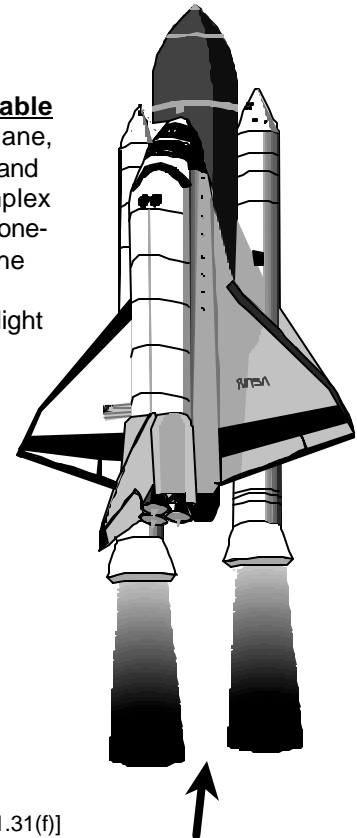
1. A person who acts as a **Pilot In Command** of a **large aircraft** (more than 12,500 lbs gross takeoff weight), a **turbojet**-powered airplane, or **other aircraft** specified by the Administrator **must hold a type rating** for that **aircraft**.
2. If the aircraft requires two pilots, the pilot must also be **CURRENT** in that aircraft — see **61.58** — Maintaining Currency for a Type Rating — **Pilot-In-Command Proficiency Check: “Operation of Aircraft Requiring More than One Pilot Flight Crewmember”**. See this chapter.
3. A person **may be authorized to operate without a type rating** for up to **60 days** at a time provided the **Administrator has authorized** the flight or series of flights for the purpose of a — **ferry flight, training flight, test flight, or practical test** for certificate or rating and as long as it involves only the carriage of flight crewmembers essential for the flight and does not involve compensation or hire. The FSDO may issue a **Letter Of Authorization (LOA)** in lieu of the type rating. The FSDO may also issue an LOA letter for a pilot *with* a type rating for ferry or training flights for the purpose of meeting the 12 month or 24 month proficiency check requirements of 61.58.
4. An applicant for a type rating needs only a **THIRD CLASS medical** to take the practical test (**flight test**) **in the aircraft** and receive the type rating. When taking the flight test in a **simulator** he would **not need ANY medical** at all [(61.23(b)(8))]. He would however need the appropriate class medical (depending on the type of operation) to actually serve as a required flight crewmember in the aircraft (duh!).
5. **To serve as Pilot In Command** of an **aircraft**, a person **must hold** the appropriate **category, class, and type rating** (if required) — or — be receiving training for that rating under the supervision of an authorized instructor — or — have received an endorsement for solo flight in that aircraft from an instructor authorized to provide the required endorsement.



**COMPLEX AIRPLANES — ENDORSEMENT:** [61.31(e)]

1. **No person may act as Pilot In Command** of a complex airplane (**retractable gear, flaps, and a controllable pitch propeller**; or, in the case of a seaplane, flaps and a controllable pitch propeller), unless that person has **received** and logged ground and flight **training** from an **authorized instructor** in a complex airplane or simulator — has been found proficient — and has **received** a one-time **endorsement** in the pilot’s logbook from the instructor who certifies the person is proficient.
2. This training and endorsement is **not required** if the person has **logged** flight time as **Pilot In Command** of a complex airplane or simulator **prior to August 4, 1997**.

A pilot may **LOG PIC** time in a **complex or high performance** aircraft **without** the appropriate **endorsements** if he is the **“sole manipulator of the controls of an aircraft for which the pilot is rated”** (category, class, and type) and the **ACTING PIC** is appropriately rated and does have the appropriate endorsements. (61.51)



**HIGH-PERFORMANCE AIRPLANES — ENDORSEMENT:** [61.31(f)]

1. **No person may act as Pilot In Command** of a high-performance airplane (**more than 200 hp produced by one of the engines**), unless that person has **received** and logged ground and flight **training** from an **authorized instructor** in a high-performance airplane or simulator — has been found proficient — and has **received** a one-time **endorsement** in the pilot’s logbook from the instructor who certifies the person is proficient. NOTE: A **small twin** with **200 hp or less per side would not count as a high performance aircraft** for the purpose of this regulation.
2. This training and endorsement is **not required** if the person has **logged** flight time as **Pilot In Command** of a high performance airplane or simulator **prior to August 4, 1997**.

**OPERATIONS REQUIRING A MEDICAL CERTIFICATE:** (61.23, 67.111)

A person must hold:

1. A **First-Class** medical certificate when exercising the privileges of an **Airline Transport Pilot** certificate. Required for Part 135 PASSENGER-carrying operations only — No person may serve as **PIC** of a **turbojet** (carrying passengers), 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 *1<sup>st</sup> Class Medical* (135.243).

**NOTE:** A First Class medical requires an electrocardiogram—aka “**EKG**” — examination at the **first application after reaching the person’s 35<sup>th</sup> birthday** and on an **annual basis after reaching the person’s 40<sup>th</sup> birthday**. (67.111)

2. At least a **Second-Class** medical certificate when exercising the privileges of a **Commercial Pilot** certificate. Required for all commercial flying except that which requires an ATP (no “EKG”).
3. At least a **Third-Class** medical certificate when exercising the privileges of a **Private Pilot, Recreational Pilot, Student Pilot, or Flight Instructor** (with certain exceptions for gliders and balloons).

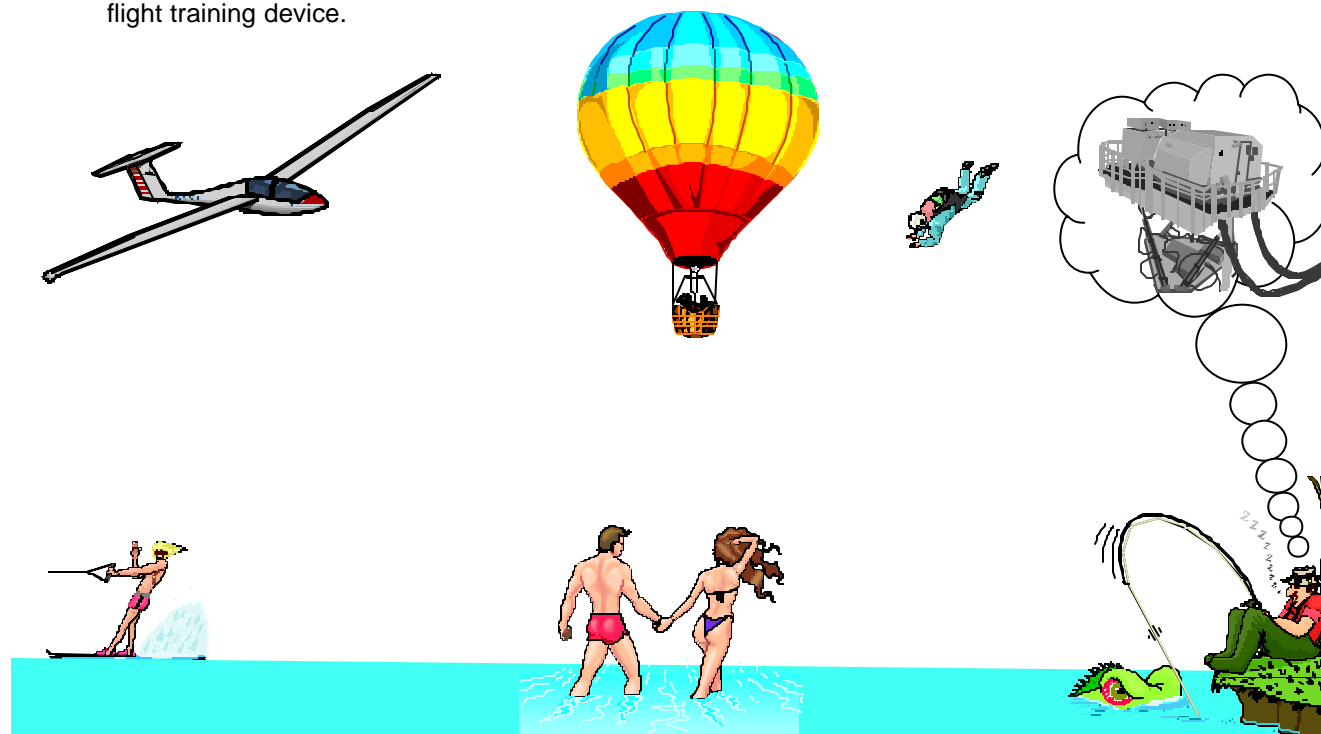
**CFIs** need only a **Third-Class** medical **to give instruction** (and get paid for it) **if they act as a required crewmember**, but **no medical** at all **if they don’t act as a required crew member** (and they can still get paid for it).



**OPERATIONS NOT REQUIRING A MEDICAL CERTIFICATE:** (61.23)

A person is not required to hold a medical certificate:

1. When exercising the privileges of a pilot certificate with a **glider** category rating;
2. When exercising the privileges of a pilot certificate with a **balloon** category rating;
3. When exercising the privileges of a **student pilot** certificate **while seeking** a pilot certificate with a **glider** category rating or **balloon** class rating;
4. When exercising the privileges of a **flight instructor** certificate with a **glider** category rating;
5. When exercising the privileges of a **flight instructor** certificate if the person is **not acting as pilot in command or** serving as a **required** pilot flight **crewmember**;
6. When exercising the privileges of a **ground instructor** certificate;
7. When serving as an **examiner** or **check airman** during the administration of a test or check for a certificate, rating, or authorization conducted **in a flight simulator** or flight training device; or
8. When **taking a test** or check for a certificate, rating, or authorization conducted **in a flight simulator** or flight training device.



**DURATION OF A MEDICAL CERTIFICATE:** (61.23, 61.19)

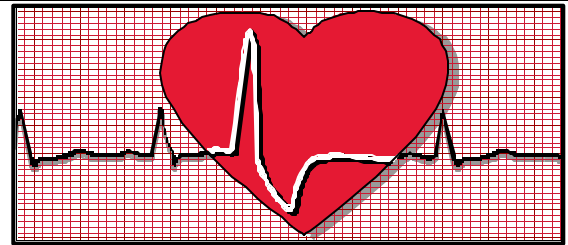


1. A First-Class medical expires at the end of the last day of—
  - a. The **6<sup>th</sup> month** after the month of the date of examination shown on the certificate for operations requiring an **Airline Transport Pilot** certificate;
  - b. The **12<sup>th</sup> month** after the month of the date of examination shown on the certificate for operations requiring a **Commercial pilot** certificate or an air traffic control tower operator certificate; and
  - c. The **36<sup>th</sup> month** after the month of the date of examination shown on the certificate if the person **has NOT reached** his or her **40<sup>th</sup> birthday** on or before the date of examination; **OR** the **24<sup>th</sup> month** after the month of the date of examination shown on the certificate if the person **HAS reached** his or her **40<sup>th</sup> birthday** on or before the date of the examination for operations requiring a **Private, Recreational, Student, or Flight Instructor** certificate (with certain exceptions for gliders and balloons).



d. **NOTE:** A **1<sup>st</sup> Class** medical requires an electrocardiogram—aka “**EKG**”— examination at the **first application after reaching the person’s 35<sup>th</sup> birthday** and on an **annual basis after reaching the person’s 40<sup>th</sup> birthday**. (67.111)

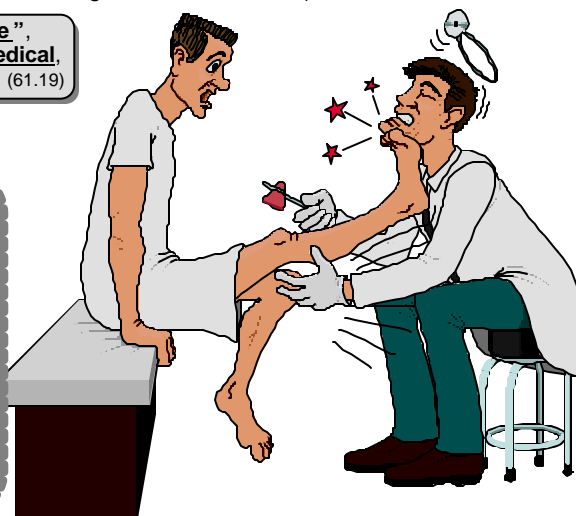
You **must report** visits to any health professional within the last 3 years including names and addresses. **Even** an **annual physical** exam from your **family doctor** **should** be **reported**, but **routine dental** or **eye** examinations **need not be reported**. More serious medical problems may require additional documentation.



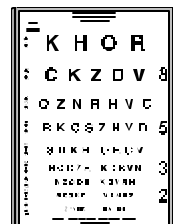
2. A Second-Class medical expires at the end of the last day of—
  - a. The **12<sup>th</sup> month** after the month of the date of examination shown on the certificate for operations requiring a **Commercial pilot** certificate or an air traffic control tower operator certificate; and
  - b. The **36<sup>th</sup> month** after the month of the date of examination shown on the certificate if the person **has NOT reached** his or her **40<sup>th</sup> birthday** on or before the date of examination; **OR** the **24<sup>th</sup> month** after the month of the date of examination shown on the certificate if the person **HAS reached** his or her **40<sup>th</sup> birthday** on or before the date of the examination for operations requiring a **Private, Recreational, Student, or Flight Instructor** certificate (with certain exceptions for gliders and balloons).
3. A Third-Class medical expires at the end of the last day of the **36<sup>th</sup> month** after the month of the date of examination shown on the certificate if the person **has NOT reached** his or her **40<sup>th</sup> birthday** on or before the date of examination; **OR** the **24<sup>th</sup> month** after the month of the date of examination shown on the certificate if the person **HAS reached** his or her **40<sup>th</sup> birthday** on or before the date of the examination for operations requiring a **Private, Recreational, Student, or Flight Instructor** certificate (with certain exceptions for gliders and balloons).

A “**Student Pilot Certificate**”, essentially the **3<sup>rd</sup> Class medical**, is only valid for **24 months**. (61.19)

20/20  
The first 20 of the 20/20 refers to 20 feet away from the **Snellen eye chart**. If the smallest line you can read is the 20/60 line, your eyes are seeing that line as if a person with 20/20 vision were standing 60 feet from the chart instead of 20.



For each eye separately.



VISION REQUIREMENTS		
	1 <sup>st</sup> & 2 <sup>nd</sup> Class	3 <sup>rd</sup> Class
Distance Vision	20/20 corrected	20/40 corrected
Near Vision	20/40 corrected	20/40 corrected
No limitation on how badly you see without correction.		