

**Part 91 vs. Parts 121/135 (119.1)**

Part 91	Parts 121/135
<ol style="list-style-type: none"> <li>1. A commercial pilot may fly as a Part 91 <b>“Corporate pilot”</b> — flying a company airplane carrying company property and passengers.</li> <li>2. May provide Part 91 <b>“pilot service”</b> — whereas a commercial pilot is paid by an airplane owner to fly the airplane for the owner and his guests.</li> <li>3. May provide <b>“private carriage”</b> for hire for one customer or a few select customers.</li> <li>4. May also perform the services listed in 119.1 that are not covered under Part 135 regulations (i.e., <b>student instruction</b>, nonstop <b>sightseeing flights</b> within 25 NM, <b>ferry flights</b>, <b>crop dusting</b>, <b>banner towing</b>, <b>pipeline patrol</b>, etc.).</li> </ol>	<ol style="list-style-type: none"> <li>1. Requires an <b>“Air Taxi/Commercial Operator Certificate”</b>.</li> <li>2. Can <b>“hold out”</b> to the public and offer <b>“common carriage”</b> to anyone who is willing to pay.</li> <li>3. <b>Can advertise</b> and offer <b>“carriage in air commerce of persons or property for compensation or hire.”</b></li> </ol>
<p><b><u>No minimum flight experience required.</u></b></p>	<p>A <b>Part 135 PIC</b> must have at least <b>500 hours</b> total time (...etc.) for <b>VFR</b> operations and at least <b>1200 hours</b> total time (...etc.) for <b>IFR</b> operations. For <b>Part 135 PIC</b> — an <b>ATP</b> is required for <b>turbojets</b>, or airplanes with <b>10</b> or more passenger <b>seats</b>, or multiengine <b>commuter</b> operations. (135.243)  A <b>Part 121 PIC</b> must have an <b>ATP</b>. [121.437(a)]</p>
<p>A <b>Second In Command</b> is <b>not required</b> for instrument flight in aircraft that are normally flown single pilot.</p>	<p>A <b>Second In Command is required</b> when carrying <b>passengers</b> under IFR <b>unless</b> the operation (and the pilot) is <b>approved for</b> use of an <b>autopilot</b> in lieu of a Second In Command. (135.101, 135.105)</p>
<p><b><u>No training program</u></b> required.</p>	<p>An FAA approved <b>training program is required</b> for all 135 operations except simple single pilot operators.</p>
<p><b><u>No drug and alcohol program</u></b> required for most operations [except drug testing is required for “nonstop sightseeing flights” see 135.1(a)(5)].</p>	<p><b>Must have a drug and alcohol random testing program</b> for all employees in <b>“safety sensitive”</b> 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)</p>
<p><b><u>Background checks NOT required.</u></b></p>	<p><b>FIVE YEAR background checks</b> are required due to the <b>Pilot Records Improvement Act</b> of 1996 (<b>PRIA</b>):</p> <ol style="list-style-type: none"> <li>1. A check of all <b>previous employers</b> for training or checkride problems and drug testing history.</li> <li>2. An <b>FAA records</b> check of the pilot’s certificate and medical including any accidents or incidents.</li> <li>3. A check of the pilot’s <b>driving record</b> for any drug or alcohol related <b>“motor vehicle actions”</b>.</li> </ol>
<p><b><u>No flight time limits, duty time limits</u></b> or <b><u>rest</u></b> requirements.</p>	<p>135.261 thru 135.273 (121.470 thru 121.525) regulates crew <b>flight time, duty time</b> and <b>rest</b> requirements.</p>
<p><b><u>Any airport may be used</u></b> — IFR or VFR — as long as it is adequate for the aircraft and is in compliance with the limitations of the <b>Aircraft Flight Manual</b>.</p>	<p>The airport must have <b>WEATHER REPORTING</b> and be of adequate length to meet required <b>accelerate stop/accelerate go</b> distance (for most aircraft) and meet the <b>60%/70%</b> (destination/alternate) landing limitation rules. (135.367 thru 135.399; 121.185 thru 121.205)</p>
<p>An <b>instrument approach may be initiated regardless of the weather.</b></p>	<p>A pilot <b>may not begin</b> an <b>instrument approach unless</b> the <b>latest weather reports at least minimums</b> for the approach. [135.225, 121.651(b)]</p>

Hi, my name is Captain Dudley.  
If it's got wings, I can fly it.



### 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 2<sup>nd</sup> 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 2<sup>nd</sup> 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 **1<sup>st</sup> 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.**

# IFR TAKEOFF Minimums Continued:

[91.175(f), 91.1039, 121.617, 121.619, 121.625, 121.651, 135.217, 135.367, 135.379, 135.398, OpSpec C057 & C079]

A. **TWO PILOTS** — **Flightcrew** of two “required” pilots (required by the regulations or the type certification of the aircraft) — Check **T** non-standard.

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:
  - a. Centerline Lights (CL).
  - 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:
  - a. Centerline Lights (CL).
  - b. Centerline Markings (RCLM).
  - c. At least two of the three RVR reporting systems must be working.

**Takeoffs from Unlisted Airports:** (121.637)  
 No pilot may takeoff an airplane from an airport not listed in the OpSpecs unless the weather conditions are equal to or better than prescribed in Part 97. Where minimums are not prescribed, the weather minimums of 800-2, 900-1½, or 1,000-1 are required.

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.

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 V<sub>1</sub> — 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 ½ 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 takeoff operations on that runway. All takeoff operations, based on RVR, **must use RVR** reports **from the locations along the runway specified**...”

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).

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.

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**.