



# Commercial Pilot

# ORAL EXAM GUIDE



**MICHAEL D. HAYES**

THE COMPREHENSIVE GUIDE  
TO PREPARE YOU FOR THE  
FAA CHECKRIDE

**NINTH EDITION**

*Commercial Oral Exam Guide*

*Ninth Edition*

by Michael D. Hayes

Aviation Supplies & Academics, Inc.  
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Newcastle, Washington 98059-3153

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**ASA-OEG-C9**

ISBN 978-1-61954-624-0

Printed in the United States of America

2020 2019 2018 2017 9 8 7 6 5 4 3 2 1

*Library of Congress Cataloging-in-Publication Data*

Hayes, Michael D.

Commercial oral exam guide / by Michael D. Hayes.

p. cm.

“ASA-OEG-C” — T.p. verso.

1. Aeronautics — Examinations, questions, etc. 2. Aeronautics, Commercial — Examinations, questions, etc. 3. United States.

Federal Aviation Administration — Examinations — Study guides.

4. Oral examinations. I. Title.

TL546.5.H35 1992

629.132/5217/076 — dc20

92-36217

CIP

*This guide is dedicated to the many talented students, pilots, and flight instructors I have had the opportunity to work with over the years. Also, special thanks to Mark Hayes and many others who supplied the patience, encouragement, and understanding necessary to complete the project.*

*— M.D.H.*

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# Introduction

The *Commercial Oral Exam Guide* is a comprehensive guide designed for pilots who are involved in training for the Commercial Pilot Certificate. It was originally designed for use in a Part 141 flight school but quickly became popular with those training under 14 CFR Part 61 who are not affiliated with an approved school. The guide will also prove beneficial to pilots who wish to refresh their knowledge or who are preparing for a flight review.

The Commercial Pilot Airplane Airman Certification Standards (FAA-S-ACS-7) specifies the areas in which knowledge must be demonstrated by the applicant before issuance of a pilot certificate or rating. The *Commercial Pilot Oral Exam Guide* is designed to evaluate a pilot's knowledge of those areas.

Commercial pilots are professionals engaged in various flight activities for compensation or hire. Because of their professional status, they should exhibit a significantly higher level of knowledge than a private pilot. This guide assumes that the pilot has the prerequisite knowledge necessary for Private Pilot Certification and attempts to cover only those advanced areas of knowledge necessary for Commercial Pilot Certification.

In this guide, questions and answers are organized into nine chapters which represent those areas of knowledge required for the practical test. At any time during the practical test, an examiner may ask questions pertaining to any of the subject areas within these divisions. Through intensive post-commercial-checkride debriefings, we have provided you with the most consistent questions asked, along with the information necessary for a knowledgeable response.

The guide may be supplemented with other comprehensive study materials as noted in parentheses after each question. For example: (FAA-H-8083-25). The abbreviations for these materials and their titles are listed on the next page. Be sure that you use the latest revision of these references when reviewing for the test. Also, check the ASA website at [www.asa2fly.com](http://www.asa2fly.com) to see if any updates are posted within our

Product Support pages; all the latest changes in FAA procedures and regulations that affect these questions will be listed there. In addition to the regular question-and-answer sessions in each chapter, questions for further review have been included at the end of sections. These additional questions are designed to be good study aids for the references below, upon which they are based.

- 14 CFR Part 23 *Airworthiness Standards: Normal Category Airplanes*
- 14 CFR Part 43 *Maintenance, Preventive Maintenance, Rebuilding, and Alteration*
- 14 CFR Part 47 *Aircraft Registration*
- 14 CFR Part 61 *Certification: Pilots, Flight Instructors, and Ground Instructors*
- 14 CFR Part 91 *General Operating and Flight Rules*
- 14 CFR Part 93 *Special Air Traffic Rules*
- 14 CFR Part 95 *IFR Altitudes*
- NTSB Part 830 *Notification and Reporting of Aircraft Accidents and Incidents*
- 49 CFR Part 1544 *Aircraft Operator Security: Air Carriers and Commercial Operators*
- FAA-H-8083-1 *Aircraft Weight and Balance Handbook*
- FAA-H-8083-2 *Risk Management Handbook*
- FAA-H-8083-3 *Airplane Flying Handbook*
- FAA-H-8083-6 *Advanced Avionics Handbook*
- FAA-H-8083-9 *Aviation Instructor's Handbook*
- FAA-H-8083-15 *Instrument Flying Handbook*
- FAA-H-8083-25 *Pilot's Handbook of Aeronautical Knowledge*
- FAA-H-8083-30 *Aviation Maintenance Technician Handbook—General*
- FAA-H-8083-31 *Aviation Maintenance Technician Handbook—Airframe*
- FAA-H-8083-32 *Aviation Maintenance Technician Handbook—Powerplant*
- FAA-H-8083-16 *Instrument Procedures Handbook*
- FAA-P-8740-2 *Density Altitude*
- FAA-P-8740-13 *Engine Operation for Pilots*
- FAA-P-8740-35 *All About Fuel*



FAA-P-8740-36	<i>Proficiency and the Private Pilot</i>
FAA-P-8740-41	<i>Medical Facts for Pilots</i>
FAA-S-ACS-7	<i>Commercial Pilot—Airplane Airman Certification Standards</i>
AC 00-6	<i>Aviation Weather</i>
AC 00-24	<i>Thunderstorms</i>
AC 00-45	<i>Aviation Weather Services</i>
AC 00-54	<i>Pilot Windshear Guide</i>
AC 20-32	<i>Carbon Monoxide (CO) Contamination in Aircraft</i>
AC 23-8	<i>Flight Test Guide for Certification of Part 23 Airplanes</i>
AC 43-12	<i>Preventive Maintenance</i>
AC 60-6	<i>Airplane Flight Manuals (AFM), Approved Manual Materials, Markings, and Placards — Airplanes</i>
AC 60-22	<i>Aeronautical Decision Making</i>
AC 61-65	<i>Certification: Pilots and Flight Instructors</i>
AC 61-67	<i>Stall and Spin Awareness Training</i>
AC 61-134	<i>General Aviation Controlled Flight into Terrain</i>
AC 91-13	<i>Cold Weather Operation of Aircraft</i>
AC 91-33	<i>Use of Alternate Grades of Aviation Gasoline</i>
AC 91-51	<i>Effect of Icing on Aircraft Control and Airplane Deice and Anti-Ice Systems</i>
AC 91-63	<i>Temporary Flight Restrictions</i>
AC 91-67	<i>Minimum Equipment Requirements for General Aviation Operations under 14 CFR Part 91</i>
AC 91-73	<i>Part 91 &amp; Part 135 Single-Pilot Procedures during Taxi Operations</i>
AC 91-74	<i>Pilot Guide: Flight in Icing Condition</i>
AC 120-12	<i>Private Carriage vs. Common Carriage of Persons or Property</i>
AC 120-27	<i>Aircraft Weight and Balance Control</i>
AC 120-80	<i>In-Flight Fires</i>
FSAT 00-09	<i>Increased Surveillance and Testing of Surface Movement Operations</i>
Order 7930.2	<i>Notices to Airmen Handbook</i>
Order 8900.1	<i>Flight Standards Information Management System</i>

(continued)

AFM	<i>Airplane Flight Manuals</i>
AIM	<i>Aeronautical Information Manual</i>
AWC	<i>Aviation Weather Center</i>
CSUS	<i>Chart Supplement U.S.</i>
FSSAT	<i>Flight School Security Awareness Training</i>
NOTAMs	<i>Notices to Airmen</i>
P/CG	<i>Pilot/Controller Glossary (from AIM)</i>
POH	<i>Pertinent Pilot Operating Handbooks</i>
SAFO	<i>FAA Safety Alert for Operators</i>
TSA	<i>Transportation Security Administration</i>
USRGD	<i>FAA Aeronautical Chart User's Guide</i>

*Note:* Be sure that you use the latest revision of these references when reviewing for the checkride.

A review of the information presented within this guide along with a general review of the *Private Oral Exam Guide (ASA-OEG-P)* should provide the necessary preparation for the oral section of an FAA Commercial Pilot checkride or recertification check.

## A. Privileges and Limitations

### 1. What are the eligibility requirements for a commercial pilot (airplane) certificate? (14 CFR 61.123)

- a. Be at least 18 years of age.
- b. Be able to read, speak, write, and understand the English language.
- c. Hold at least a private pilot certificate.
- d. Hold at least a current Third Class medical certificate.
- e. Received the required ground and flight training endorsements.
- f. Pass the required knowledge and practical tests.
- g. Meet the aeronautical experience requirements.

*Exam Tip:* The evaluator may ask you to demonstrate that you're current and eligible to take the practical test. When preparing for your practical test, verify that you have the required hours and that you're current, and don't forget to double-check all of your endorsements. Make sure that you have totaled all of the logbook columns and that the entries make sense.

### 2. What privileges apply to a commercial pilot? (14 CFR 61.133)

A person who holds a commercial pilot certificate may act as pilot-in-command of an aircraft:

- a. Carrying persons or property for compensation or hire.
- b. For compensation or hire.

*Note:* 14 CFR §61.133 also states that a commercial pilot must be qualified and comply with the applicable parts of the regulations that apply to the particular operation being conducted (for example, Part 91 or 135).

### 3. Discuss what qualifies as a commercial pilot operation.

A commercial pilot intending to conduct operations as a pilot-in-command of an aircraft carrying persons or property for compensation or hire should look cautiously at any proposal for revenue operating flights.

*Continued*

The following facts should be considered:

- a. Part 61 states that you may be paid for acting as PIC of an aircraft engaged in carrying persons or property for compensation or hire. However, Part 61 does not mention that if you are acting completely by yourself, you could be considered a commercial operator, and as such, be subject to an entirely different set of regulations.
- b. A commercial pilot certificate by itself does not allow you to act as a commercial operator. It only allows you to work for a commercial operator and be paid for your service, with certain exceptions.
- c. As a commercial pilot, certain commercial operations are allowed without being in possession of an “Operating Certificate.” Examples of such operations include student instruction, certain nonstop sightseeing flights, ferry or training flights, aerial work operations including crop dusting, banner towing, aerial photography, powerline or pipeline patrol, etc. These operations are listed in 14 CFR §119.1.


*Exam Tip:* During the practical test, your knowledge of commercial pilot privileges and limitations will be evaluated. Know the pertinent regulations well, with emphasis on 14 CFR §§61.133, 91.147, 119.1, 135.1 and Part 136. Also recommended is a review of FAA Advisory Circular (AC) 120-12, *Private Carriage versus Common Carriage of Persons or Property*, located in Appendix 1 of this guide.

#### **4. What does the term “commercial operator” refer to? (14 CFR Part 1)**

Commercial operator means a person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier or foreign air carrier or under the authority of 14 CFR Part 375. Where it is doubtful that an operation is for “compensation or hire,” the test applied is whether the carriage by air is merely incidental to the person’s other business or is, in itself, a major enterprise for profit.

# Commercial Pilot

# ORAL EXAM GUIDE



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ARLYNN MCMAHON

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TRANSPORTATION USD \$12.95

ISBN 978-1-61954-624-0



9 781619 546240