

61.129 AERONAUTICAL EXPERIENCE Audit Sheet

Date of Private Pilot Practical: _____

- ☐ 250 hours total FLIGHT time §61.129(a)¹
- ☐ 100 hours in powered aircraft
 - ☐ 50 hours in airplanes §61.129(a)(1)
- ☐ 100 hours of PIC, which includes AT LEAST:
 - ☐ 50 hours in AIRPLANES §61.129(a)(2)(i)
 - ☐ 50 hours cross country of which AT LEAST
 - ☐ 10 hours must be in AIRPLANES
- ☐ 20 hours of dual instruction on the areas of operation listed in §61.127(b)(1) that includes AT LEAST:
 - ☐ 10 hours instrument training²
 - ☐ 5 of the 10 hours must be ASEL

List all 10 hours of instrument dual received below:

DATE	MAKE/MODEL	SIMULATED INSTRUMENT	ACTUAL INSTRUMENT
§61.129(a)(3)(i) Totals			

- ☐ 10 hours complex, TAA³, or turbine training

DATE	MAKE/MODEL	HOURS
§61.129(a)(3)(ii) Totals		

- ☐ One 2-hour XC (ASEL) in daytime conditions that consists of a total straight-line distance of more than 100 NM from original point of departure.

DATE	ROUTE	HOURS	NM
§61.129(a)(3)(iii)			

- ☐ One 2-hour XC (ASEL) in nighttime conditions that consists of a total straight-line distance of more than 100 NM from original point of departure.

DATE	ROUTE	HOURS	NM
§61.129(a)(3)(iv)			

- ☐ Three hours (ASEL) with an authorized instructor in preparation for the practical (within preceding 2 calendar months from the month of test) §61.129(a)(3)(v)

- ☐ Ten hours of solo flight time (ASEL) or 10 hours of flight time (ASEL) performing duties of PIC on the areas of operation listed under §61.127(b)(1) – **may NOT also be logged as dual received! §61.129(a)(4)**

- ☐ One cross-country flight of not less than 300nm total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 250nm from original departure point.

DATE	ROUTE	HOURS	NM
§61.129(a)(4)(i)			

- ☐ 5 hours in night VFR with 10 takeoffs and landings at an airport with an operating control tower – **may NOT use time/landings during private pilot training.**

DATE	AIRPORT	HOURS	LDGS
§61.129(a)(4)(ii)			

¹A maximum of 50 hours for use of a flight simulator or flight training device may be credited toward the total aeronautical experience. Training must be logged and conducted by an authorized flight instructor in order to be valid. Please bring a copy of the FS or ATD LOA along with you.

²ANY instrument training gained towards an instrument rating which is going to be used towards meeting Commercial aeronautical experience requirements MUST be clearly logged to indicate the requirements of §61.129(a)(3)(i) in order to be valid. *This training must include: attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems.*

³TAA training must be logged as such by the instructor that gave the training in order to be valid.