

CURRENCY & EXPERIENCE AUDIT

14 CFR part 61 · check against YOUR logbook

Work down this sheet with your logbook open. The regulation's numbers are printed; everything that depends on **your** certificate, **your** hours and **your** endorsements is a blank — a sheet that tells you when your medical expires without seeing your certificate is guessing.

Pilot _____

Certificate no. _____

Audited on _____

1 · MEDICAL

§ 61.23 — one certificate, several expiry dates **REGULATION**

The duration depends on the class, your age **on the date of the exam**, and the operation you are conducting. One certificate carries several expiry dates at once — it never “reverts” to a lower class.

Each row below **expires, for that operation, at the end of the last day of the [N]th month after the month of the date of examination shown on the medical certificate.**

Class	Age at exam	For this operation	Expires
First	Under 40	ATP PIC · part 121 SIC (flag/supplemental, 3+ pilots)	12th month
First	40 or over	same, plus part 121 crewmember past the 60th birthday	6th month
First	Any age	commercial · flight engineer · ATC tower operator	12th month
First	Under 40	recreational · private · CFI · student · sport	60th month
First	40 or over	recreational · private · CFI · student · sport	24th month
Second	Any age	ATP SIC (other than above) · commercial · flight engineer · ATCT	12th month
Second	Under 40	recreational · private · CFI · student · sport	60th month
Second	40 or over	recreational · private · CFI · student · sport	24th month
Third	Under 40	recreational · private · CFI · student · sport	60th month
Third	40 or over	recreational · private · CFI · student · sport	24th month

My class _____ Exam date _____ Expires for my operation _____

BasicMed instead? § 61.113(i); course and exam under part 68

· medical education course — within the preceding **24 calendar months**

· comprehensive medical examination — within the preceding **48 calendar months**

Limits, in our words: not more than 7 occupants · not more than 12,500 lb maximum takeoff weight · not more than 6 passengers · not above 18,000 feet MSL · not faster than 250 knots indicated · not a part 29 transport-category rotorcraft. **CHECKRIDE TRAP** **TECHNIQUE** The course completion and the exam checklist must be available in your LOGBOOK — the regulation does not say on your person. Course taken

_____ Exam _____

2 · FLIGHT REVIEW

§ 61.56 **REGULATION**

Due **since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command**. It must include a **minimum of 1 hour of flight training and 1 hour of ground training**.

Four things satisfy it, not one:

§ 61.56(c) a flight review given by an authorized instructor, with a logbook endorsement

§ 61.56(d) a pilot proficiency check or practical test for a certificate, rating or operating privilege

§ 61.56(e) one or more phases of an FAA-sponsored pilot proficiency program (WINGS)

§ 61.56(g) as a student pilot: undergoing training for a certificate, with a current solo flight endorsement as required under § 61.87

Last satisfied _____ How _____ Due _____

3 · RECENT FLIGHT EXPERIENCE

§ 61.57 **REGULATION**

Carrying persons — day § 61.57(a)

3 takeoffs and 3 landings within the preceding 90 days, as the sole manipulator of the flight controls, in an aircraft of the same category, class, and type (if a class or type rating is required). **CHECKRIDE TRAP** **TECHNIQUE** The landings do NOT have to be to a full stop — unless the airplane you will fly is a tailwheel airplane, in which case they must be to a full stop and in a tailwheel airplane. § 61.57(a)(1)(ii). Mine current through _____

Carrying persons — night § 61.57(b)

3 takeoffs and 3 landings to a full stop within the preceding 90 days, during the period beginning 1 hour after sunset and ending 1 hour before sunrise — as sole manipulator of the flight controls, in an aircraft of the same category, class, and type (if a class or type rating is required).

CHECKRIDE TRAP **TECHNIQUE** Always to a full stop, with no tailwheel exception — and note this window is NOT the same as the § 1.1 definition of night, nor the position-lights period of § 91.209. The rule's word is “persons”, not “passengers” — in both (a) and (b) — and it is broader than a passenger-only reading. Mine current through _____

Instrument § 61.57(c)

6 instrument approaches, holding procedures and tasks, and intercepting and tracking courses — within the 6 calendar months preceding the month of the flight. **CHECKRIDE TRAP** **TECHNIQUE** Miss it by more than six calendar months and an instrument proficiency check is

required. § 61.57(d). Mine current through _____

4 · AERONAUTICAL EXPERIENCE — AIRPLANE SINGLE-ENGINE

§ 61.109(a) · every figure is a minimum

REGULATION

- ☐ 40 hours total flight time § 61.109(a) _____
- ☐ 20 hours of flight training from an authorized instructor § 61.109(a) _____
- ☐ 10 hours of solo flight training § 61.109(a) _____
- ☐ 3 hours cross-country flight training § 61.109(a)(1) _____
- ☐ 3 hours of night flight training, which must include — § 61.109(a)(2) _____
- ☐ one cross-country flight of over 100 nautical miles total distance § 61.109(a)(2)(i) _____
- ☐ 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport § 61.109(a)(2)(ii) _____
- ☐ 3 hours of flight training on control and maneuvering solely by reference to instruments § 61.109(a)(3) _____
- ☐ 3 hours of flight training in preparation for the practical test, within the preceding 2 calendar months from the month of the test § 61.109(a)(4) _____
- ☐ 5 hours of solo cross-country time § 61.109(a)(5)(i) _____
- ☐ one solo cross-country flight of 150 nautical miles total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 nautical miles between the takeoff and landing locations § 61.109(a)(5)(ii) _____
- ☐ 3 takeoffs and 3 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower § 61.109(a)(5)(iii) _____

5 · ENDORSEMENTS TO CHECK

categories only — the wording lives in the AC

TECHNIQUE

No endorsement text is printed here. Take the wording from **AC 61-65K** (November 14, 2025), which is what your CFI signs against — it changes with each revision.

- ☐ pre-solo aeronautical knowledge and flight training, and the solo endorsement itself § 61.87
- ☐ the general solo cross-country endorsements — category, and make and model — after the required training § 61.93(c)(1)–(2)
- ☐ the per-flight endorsement for each solo cross-country, after reviewing that flight's planning and conditions § 61.93(c)(3)
- ☐ solo takeoffs and landings at another airport within 25 nautical miles — single-purpose: practising takeoffs and landings there § 61.93(b)(1)
- ☐ repeated specific solo cross-country flights over one route, to an airport within 50 nautical miles § 61.93(b)(2)
- ☐ the Class B airspace endorsement — airport-specific; and at the airports listed in section 4 of appendix D to part 91, § 91.131(b)(2) bars student solo outright § 61.95

FIVE THINGS STATED WRONGLY ALL THE TIME

including by people who should know better

TECHNIQUE

“First class is six months after 40” is wrong for almost everyone. The 6th-month row applies **ONLY** to the ATP and part 121 column. The same first-class certificate held by the same over-40 pilot is good to the 12th month for commercial operations — that row reads “Any age”, so turning 40 does not shorten it at all — and to the 24th month for private privileges.

§ 61.23(d)(1)(ii), (iii), (v)

A medical does not expire in “N calendar months”. The CFR anchors to the month of the exam: it expires at the end of the last day of the Nth month **AFTER** the month of the date of examination. The phrase “calendar months” appears in § 61.23 only in the BasicMed paragraphs, where it genuinely applies. The two idioms are not interchangeable.

§ 61.23(d) vs § 61.23(c)(3)(i)(C)–(D)

Day passenger currency does not require full-stop landings. § 61.57(a) requires 3 takeoffs and 3 landings — full stop only if the airplane you will fly is a tailwheel airplane. § 61.57(b), the night rule, always requires full stop and has no tailwheel clause. The two are routinely printed as one row.

§ 61.57(a)(1)(ii) vs § 61.57(b)(1)

The night ten do not need a control tower — the solo three do. § 61.109(a)(2)(ii) puts the 10 night takeoffs and landings “at an airport”, full stop. The operating-control-tower requirement belongs to the three solo takeoffs and landings in § 61.109(a)(5)(iii). These get swapped constantly.

§ 61.109(a)(2)(ii) vs § 61.109(a)(5)(iii)

A flight review is not the only way to satisfy § 61.56. § 61.56(c) opens “Except as provided in paragraphs (d), (e), and (g)”. A proficiency check or practical test, a phase of WINGS, or — for a student pilot undergoing training for a certificate — a current § 61.87 solo endorsement each satisfy it.

§ 61.56(c)–(e), (g)

Sources. 14 CFR part 61, quoted from the electronic Code of Federal Regulations, Title 14, issue date 2026-08-24 (up to date as of 2026-08-27), retrieved 2026-08-31. Binding evidence: frozen eCFR section files committed with this site, SHA-256-pinned and test-gated; the authoring pass additionally reported a GPO/govinfo annual-edition cell-diff of the § 61.23(d) table (0 differing cells) — recorded as a historical claim, not as repo evidence. Endorsement guidance: **AC 61-65K**, dated November 14, 2025, status Active — confirmed against the FAA's Advisory Circular index on 2026-08-31, where revisions H and J no longer appear.

No endorsement wording appears on this sheet, deliberately. That text belongs to AC 61-65K and changes with each revision — J was cancelled by K in November 2025. Take the wording from the current AC, not from a card.

This is an audit aid, not a record. Your logbook, your endorsements, your medical certificate and the regulation are the record. If this sheet and your logbook disagree, your logbook is the one that counts.