



# The 1500-Hour Rule

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# What Is the 1,500 Hour Rule for Pilots?

The Rule requires that First Officers must have accrued 1,500 hours of flight time before they qualify for an Airline Transport Pilot (ATP) certificate

To qualify for an ATP certification, the candidate must be:

- At least 23 years old
- Hold a commercial pilot certificate with an instrument rating
- Pass the ATP written exam and practical test
- Have 1,500 hours total time as a pilot
- Have at least 50 hours in a multi-engine airplane
- Complete the ATP Certification Training Program (ATP CTP) prior to taking the ATP knowledge test
- Must comply with the requirements of 14 CFR 61.159

# Not All Hours Are the Same – How Are Hours Computed?

Actual Flying – The 1,500 hours can include up to the following:

- 1) 500 hours of cross-country flight time
- 2) 100 hours of night flight time
- 3) 50 hours of flight time in the class of airplane for the rating sought

A maximum of 25 hours of training in a full flight simulator representing the class of airplane for the rating sought may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in [parts 121, 135, 141, or 142 of this chapter](#). A flight training device or aviation training device may not be used to satisfy this requirement.

# Not All Hours Are the Same – How Are Hours Computed?

- Simulator Time – The 1,500 hours can include up to the following:
  - (4) 75 hours of instrument flight time, in actual or simulated instrument conditions, subject to the following:
    - i. Except as provided in [paragraph \(a\)\(4\)\(ii\)](#) of this section, an applicant may not receive credit for more than a total of 25 hours of simulated instrument time in a full flight simulator or flight training device
    - ii. A maximum of 50 hours of training in a full flight simulator or flight training device may be credited toward the instrument flight time requirements of [paragraph \(a\)\(4\)](#) of this section if the training was accomplished in a course conducted by a training center certificated under [part 142 of this chapter](#)
    - iii. Training in a full flight simulator or flight training device must be accomplished in a full flight simulator or flight training device, representing an airplane

# Not All Hours Are the Same – How Are Hours Computed?

- Time as Pilot in Command (PIC) – The 1,500 hours can include up to the following:
  - (5) 250 hours of flight time in an airplane as a pilot in command, or as second in command performing the duties of pilot in command while under the supervision of a pilot in command, or any combination thereof, subject to the following:
    - i. The flight time requirement must include at least—
      - a) 100 hours of cross-country flight time; and
      - b) 25 hours of night flight time.
    - ii. (Except for a person who has been removed from flying status for lack of proficiency or because of a disciplinary action involving aircraft operations, a U.S. military pilot or former U.S. military pilot who meets the requirements of [§ 61.73\(b\)\(1\)](#), or a military pilot in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation who meets the requirements of [§ 61.73\(c\)\(1\)](#), may credit flight time in a powered-lift aircraft operated in horizontal flight toward the flight time requirement.

# Not All Hours Are the Same – How Are Hours Computed?

- Approved training Course – The 1,500 hours can include up to the following:
  - (6) Not more than 100 hours of the total aeronautical experience requirements of [paragraph \(a\)](#) of this section or [§ 61.160](#) may be obtained in a full flight simulator or flight training device provided the device represents an airplane and the aeronautical experience was accomplished as part of an approved training course in [parts 121, 135, 141, or 142 of this chapter](#)
- Flight Engineer Time – The 1,500 hours can include up to the following:
  - Time spent as a flight engineer can be counted under some circumstances
  - Time is counted on a 1 for 3 basis (i.e. 3 hours of engineer time is 1 hour of flight time)
  - Engineer time is capped at 500 hours

# Not All Hours Are the Same – How Are Hours Computed?

- Second in Command Time – Limitations
- A commercial pilot may log second-in-command pilot time provided the pilot is employed by a part 119 certificate holder and the second-in-command pilot time is obtained in operations conducted for the certificate holder under [part 91](#) or [135 of this chapter](#) when a second pilot is not required under the type certification of the aircraft or the regulations under which the flight is being conducted, and the following requirements are met—
  - (1) The experience must be accomplished as part of a second-in-command professional development program approved by the Administrator under [§ 135.99 of this chapter](#);
  - (2) The flight operation must be conducted in accordance with the certificate holder's operations specification for the second-in-command professional development program;
  - (3) The pilot in command of the operation must certify in the pilot's logbook that the second-in-command pilot time was accomplished under this section; and
  - (4) The pilot time may not be logged as pilot-in-command time even when the pilot is the sole manipulator of the controls and may not be used to meet the aeronautical experience requirements in [paragraph \(a\)\(5\)](#) of this section

# What Is the Origin of the 1,500 Hour Rule?

- The restrictions on the number of hours did not result from an FAA rulemaking or regulation
- The requirement was passed by Congress following the crash of Colgan Flight 3407 in 2009 near Buffalo
- The Rule requires that First Officers must have accrued 1,500 hours of flight time before they qualify for an Airline Transport Pilot (ATP) certificate
- Prior to the passage of the rule, commercial-airline first officers were required to have accrued a minimum of 250 hours of flight time
- Ironically, the Colgan 3407 pilots both exceeded 1,500 hours at the time of the accident, and the rule change would not have prevented the accident from occurring

# Proposed Changes to the 1,500 Hour Rule for Pilots

- Efforts are underway to change the 1,500-hour rule as part of the FAA Reauthorization Act currently pending before Congress
- The requirement is often blamed for chronic pilot shortage that has plagued the industry
- The House bill had a provision that would have permitted pilots to count up to 150 hours of training in advanced flight simulators towards meeting the requirement.
- An amendment was submitted by members of the New York delegation to strike the provision
- The amendment narrowly passed, striking the relevant part of the bill and leaving the 1,500-hour rule intact
- A proposed amendment to allow credit for up to 250 hours of simulator training by Senators John Thune (R-SD) and Kyrsten Sinema (I-AZ) caused the Senate hearing to be cancelled while the issue was considered

# Questions?

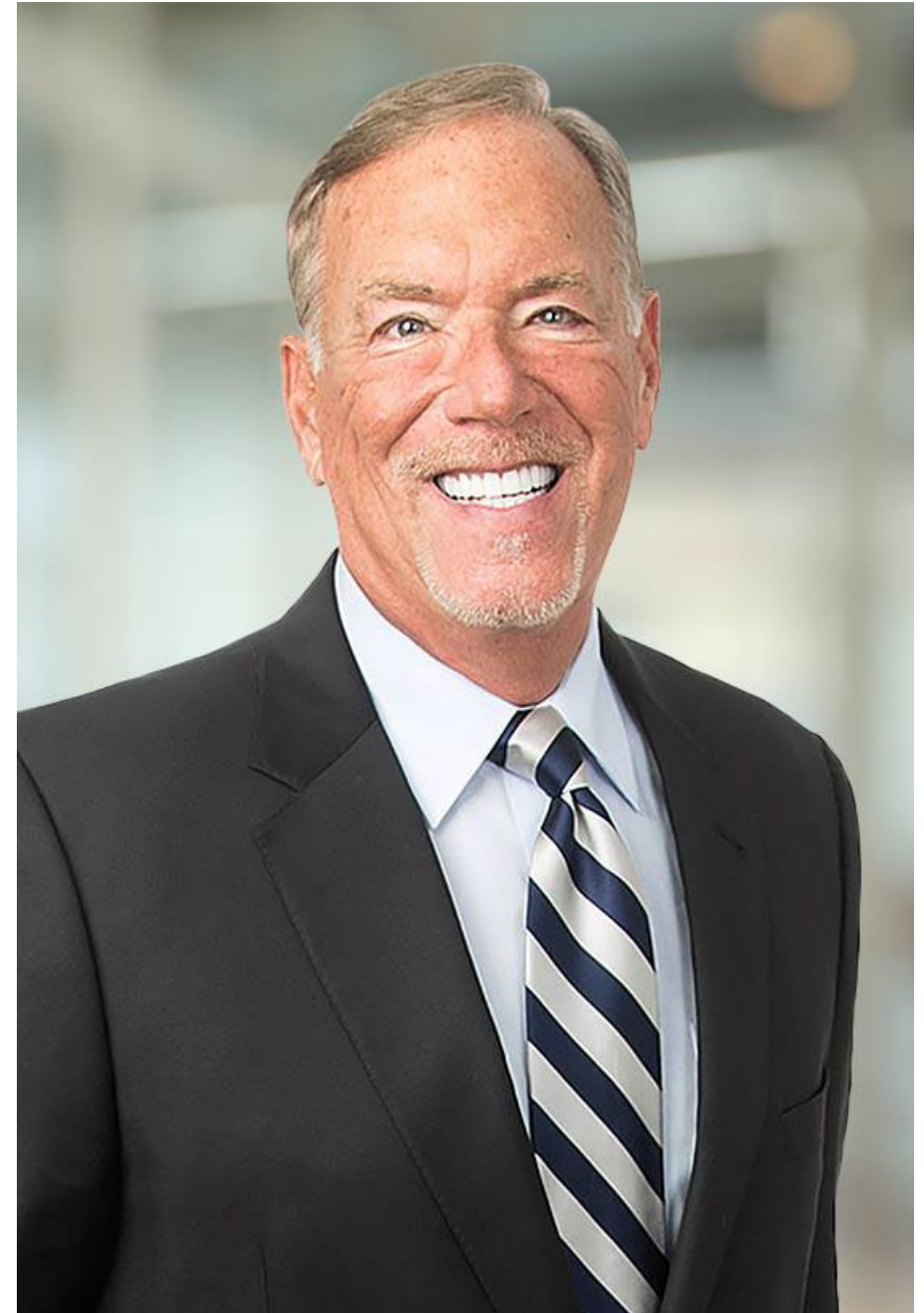
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